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SAUCE.

# Hongkong Daily Press.

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to neglect your eyes. When  
the expert fitting of  
modern glasses  
WILL BRING YOUR SIGHT TO NORMAL.  
N. LAZARUS,  
HONGKONG'S ONLY EUROPEAN  
OPTICIAN.

No. 20,527

號七十五百零萬二第

日十月三年子甲

HONGKONG, TUESDAY, APRIL 15TH, 1924

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號五十月四年三十國民華中

PRICE, \$3 PER MONTH

## INTIMATIONS

### HOCKS.

Beaneberger ... \$22.00 per doz. quart duty paid.  
Eltville ... 22.00  
Johannberger ... 22.00  
Lautenheimer ... 22.00  
Mannheimer ... 21.00  
Niescheimer ... 22.00  
Ruhleheimer ... 22.00  
Steinberger ... 22.00  
Wachheimer ... 21.00

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Neuchatel 1920. \$18.00 per doz. quart duty paid

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& CO., LTD.  
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### TIME-TABLE

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## AHEAD OF THE MAIL.

(FROM INDIAN PAPERS.)

### EXTRAORDINARY CASE AT LEEDS ASSIZES.

LONDON, March 16th.  
The gullibility of the public in medical matters is evidenced by an extraordinary case at Leeds Assizes where a sexagenarian miner, David Williams, was convicted on five charges of inflicting hurt and obtaining money by false pretences. It appeared that the prisoner, who was absolutely devoid of medical knowledge, professed to cure cancer and treated patients with an ointment containing corrosive drugs generally used for treating horses. The patient suffered intense pain in consequence. The prisoner, who was found to be insane, was ordered to be detained during His Majesty's pleasure.

### FREE TRADE EXHIBIT.

LONDON, March 21st.  
The question of a letter to the Free over Lord Parmoor's signature in favour of the Free Trade exhibit at the British Empire Exhibition was raised on the report stage of the vote for the cost of the British Government's building at Wembley.

Sir Philip Lloyd-Greame vigorously protested against the letter which he described as amazing and which unjustly attacked the Economic Conference, and alleged that the preference demanded would make the Empire increasingly disliked.

Sir Philip Lloyd-Greame declared that the purpose of the exhibit was to show how important it was to be within the British Empire (Liberal cries of "Oh" and "Opposition cheer"). The letter was fatuous and inconsistent with the whole object of the Exhibition. It was insulting to the Dominions, and nothing could have been more unfortunate than to try and make the Exhibition the cockpit of partisan propaganda. He hoped the Government would entirely repudiate the letter. Mr. MacDonald, in reply, said the Government would frown on nothing which advocated Free Trade either with respect to full-blown tariff reforms or the development of a system of Imperial Preference which struck at the roots of Free Trade, which must not be nibbled away at the foundations by the development and application of Imperial preference, which would ultimately undermine it altogether. Lord Parmoor had informed him that he had not seen the document which was issued in his absence by the Secretary of the North-West Trade Union, of which he, Lord Parmoor, was President. He deprecated the dragging in of political issues and impairing the harmonious co-operation necessary to make the Exhibition a success.

The vote was ultimately agreed to.

### DEBATE ON ADMIRALTY VOTE.

LONDON, March 21st.  
A lively breeze in the House of Commons was evoked by Lady Astor in the debate on the Admiralty vote remarking she knew how difficult it was for Labour Members to reconcile their defence with the Sermon on the Mount. If they learned as much in the next six weeks as the last six even Singapore would be safe from their hands. She was only sorry some back-benchers had not got the job so that they could learn a bit.

Mr. Lansbury: "I try to live up to Christianity, not brag about it."  
Labourites protested at the insulting remarks.

The Chairman said he had not heard any.

Lady Astor, continuing, said the only trouble was, she said things that were true and they did not like it.

Mr. Lansbury: "Go on with the Gospel."  
Subsequently there was much laughter when a Conservative referred to front-benchers as the biggest lot of land lubbers he had ever seen.

Mr. Kirkwood asked whether it was in order for a Member to use such a word with reference to His Majesty's Government. (Laughter.)

### REUNION OF CHRISTENDOM.

LONDON, March 24th.  
Rome: Passages in the Pope's address to the Secret Consistory, reviewing world events, had a special bearing on the reunion of Christendom. It ran: "We are thankful to those who are following the impulse of Divine Grace and their own hearts to facilitate the path of return to one fold, and to scatter the prejudices which prevent the reception of clear and entire Catholic truth."

### RESEARCH WORK IN FALKLANDS.

LONDON, March 25th.  
Dr. Stanley Kemp, Superintendent of the Zoological Survey of India, has been appointed Director of Research aboard the *Discovery*, which is undertaking research work, mainly whaling, in the Falkland Islands on behalf of the Colonial Office.

### PEERESSES AND THE LORDS.

LONDON, March 25th.  
In the House of Commons, the Liberal Member, Mr. Briant, asked leave to introduce a Bill to enable peeresses in their own right to sit and vote in the House of Lords.

Mr. Briant dwelt upon the injustice at present inflicted upon peeresses, remarking that women now sat in the House of Commons, and they were still more required in the House of Lords, which was a dignified but somewhat dull House, being a non-elective body, and out of touch with women. He hoped that the Government and its individual members pledged to the principle of the Bill would give facilities for it.

It was deplorable, and indeed scandalous, that so few women ever appeared in the lists of honours. He wanted to give the Government the opportunity of placing at any rate in the House of Lords those women who by their services to the community deserved the honour.

Mr. Jack Jones, as a democrat, opposed the Bill, declaring that nobody had the right to legislate without being elected. The House, however, by 313 against 45 votes, gave permission to introduce the Bill, which accordingly passed the first reading.

## OVERSEAS BANKS ASSOCIATION.

LONDON, March 25th.  
At the annual dinner of the British Overseas Banks Association, attended by the High Commissioners of Australia, New Zealand and India and other distinguished personages, the Chairman, Mr. Arthur Willis of the National Bank of New Zealand, said that British overseas banks had become part and parcel of our Empire development.

Mr. Lunn, of the Ministry of Overseas Trade, said that he learned from authoritative sources that trade was improving more than they had known during the last two years. Migration was not an immediate solution of our difficulties, but it might over a long period assist in removing them. He advocated encouragement of migration of families rather than single men.

Sir James Stevenson stated that over 3,000 tons of exhibits had entered the Empire Exhibition during the past fortnight.

### COMPARATIVE RELIGIONS.

LONDON, March 25th.  
Presiding at the Northbrook Society lecture by Commander Elwell-Sutton, Lord Olivier regretted that present-day young men and women did not take the same interest in comparative religion that was prevalent when he was finishing his University career 40 years ago. They took too much for granted. All religions were one or another form of the expression of the human spirit, and they should carefully examine the particular contribution of a given religion to human thought and life.

Buddhism appeared to be just the effluence of religion arising from polytheistic interpretation of life as Christianity was of the theistic interpretation. It was a revolt against the superstition and formalism which had grown up in the Hindu interpretation of the human spirit in the form of religion, Buddha being, as all records showed, of an extraordinarily fascinating and beautiful character. His religion took the world of his contemporaries and those who followed by storm, just as Christianity did.

### RAILWAY PASSES FOR M.P.s.

LONDON, March 26th.  
In the House of Commons, replying to a Labour member, Mr. MacDonald said that he had been enquiring from the railway companies, and also had had estimate of costs made by the Ministry of Transport, in regard to the provision of first-class season tickets for a year for every Member of Parliament between London and any town in his constituency which he named. The cost would approximately be £70,000, while third-class would cost approximately £27,000. He said that the House of Commons must itself take further action if it so desired.

A Conservative suggested that the country should have an opportunity of expressing an opinion on this matter before anything was done.

Mr. MacDonald said that he assumed that for this purpose the House of Commons represented the country.

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## WORLD THEATRE

MONDAY, 14th and TUESDAY, 15th,  
at 5.15 p.m. and 9.15 p.m.

A RATTLING ROMANCE OF A WOMAN-EATING  
ADVENTURER!

HERBERT RAWLINSON

in

"HIS MYSTERY GIRL."

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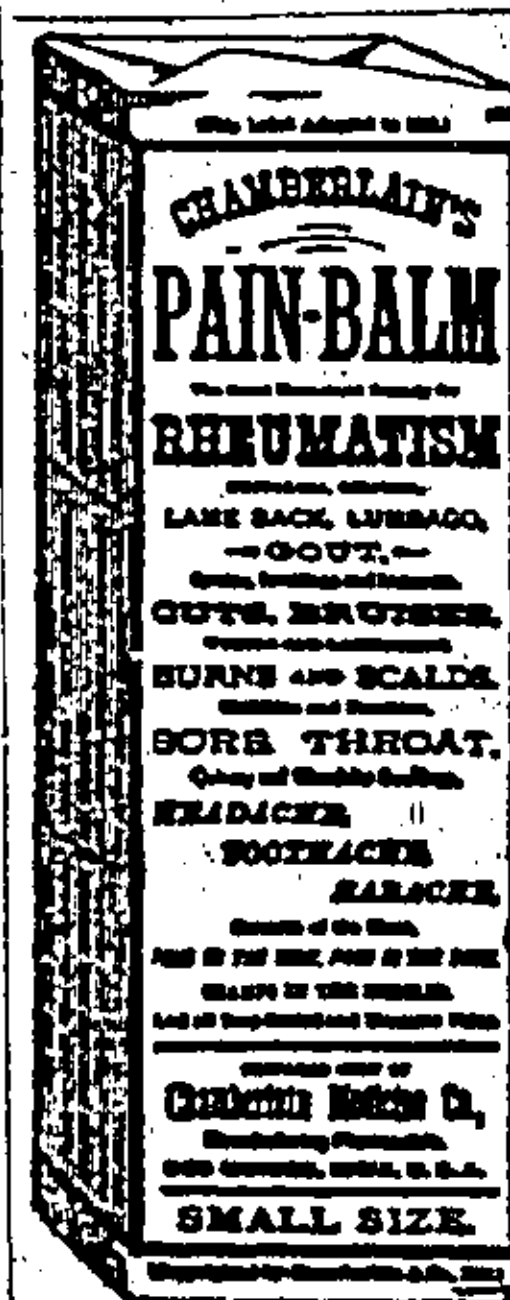
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Pain Balm

Cures

Rheumatism, Lame Back,

Pains in the Side and Chest,

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Cuts and Bruises.

Sold Everywhere.

## HOW TO GET GOOD SERVICE FROM MICHELIN TYRES.

Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly buy **MICHELIN** tyres from us and follow the above advice and tyre satisfaction is assured.



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MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and  
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## RADIO.

"TUNE IN" with a RAY-O-VAC "B" Battery using at the same time a RAY-O-VAC "A" Dry Cell Battery for your Filaments. See how clearly the signals will come in.

The National Radio Engineering Company of Atlanta, Georgia, covering an investigation made by them in the interest of Railway Electrical Engineers, report that:—

The "Battery" is the most important part of the radio apparatus, and many causes of trouble in instruments are often caused by poor batteries. . . . We have found only one make of Battery that is so constructed that satisfactory service can be obtained on heavy duty such as work of the class we are undertaking. The "RAY-O-VAC" Batteries have stood all the tests and have proven their construction and material by actual use. They have proved ABSOLUTELY SATISFACTORY IN EVERY WAY."

These Batteries are now obtainable from:—

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LADIES', GENTLEMEN'S OR TANDEM Telephone  
FOR HIRE OR SALE. K711. Telephone  
NEW RACER JUST ARRIVED. K711.

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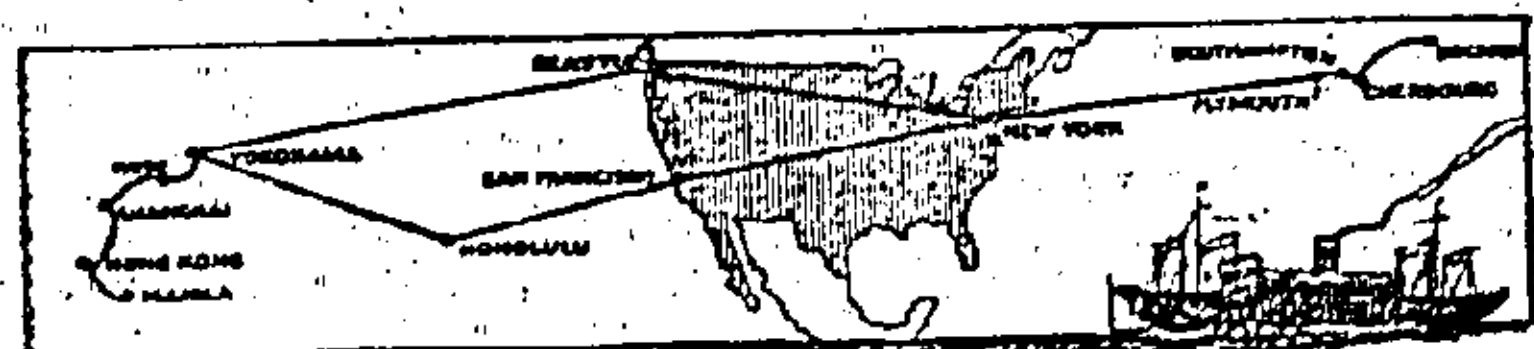
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## DEVELOPING OF EMPIRE WIRELESS.

PROPOSALS TO SPEND £875,000.

The report was issued recently of the Imperial Wireless Telegraphy Committee, which, under the chairmanship of Mr. Robert Donald, was appointed to advise on the policy to be adopted as regards the Imperial wireless services so as to protect and facilitate public interests.

The committee recommend that the State, through the Post Office, should own all wireless stations in Great Britain for communication with the overseas Dominions, and that the Post Office should operate through an improved business organization, all the Empire stations in Great Britain.

It is proposed that an exception be made in the case of Canada, and that the existing competition between the Post Office and private enterprise in the Anglo-Canadian wireless should continue, provided that in any future licence public interests are safeguarded as regards conditions of working and terms of expropriation by the State.

It is recommended that the Leaflet Station be enlarged, that the new high power station now building at Rugby should be extended and that a second new station of similar capacity be erected, all these works to be put in hand without delay.

In regard to foreign services, the Committee recommend that private enterprise be given facilities to develop wireless communication with Continental Europe as with the rest of the world outside the British Empire, subject to payment of royalties in view of the competition with State-owned cables.

There should be free competition in foreign wireless, subject to the State reserving the right of expropriation and to assume control in national emergency.

Dealing with the new Empire stations, the Committee state that the engineers reported that the Post Office Station at Rugby, originally planned to have 12 masts 820 feet high, should be provided with 16 masts, which, with other contingent improvements, would involve an additional estimated cost of £22,000.

The engineers recommend that the Leaflet Station should be modernized at a cost of £20,000. The masts at present 300 feet high, would be made 600 feet high. The engineers also state that a second Rugby is necessary to cope with Dominion traffic in the immediate future and that provision should be made for another station to deal with radio-telephony, which should be used for Empire purposes to some extent. The Committee think, however, that this should be postponed, pending the results of Transatlantic experiments in radio-telephony.

Provisional estimates for the extension of the Rugby and Leaflet Stations and the construction of the two additional stations mentioned, amount to a total of £875,000, of which £250,000 is the estimated cost of the radio-telephony station. This expenditure would provide work for many skilled workers and labourers in the steel and engineering trades.

An examination of the results at Leaflet encourages the Committee to anticipate that within two or three years of their completion the two high-power Empire stations will be more than self-supporting. But possession of machinery in the hands of the State which can broadcast over the world is an asset which cannot be measured by figures.

No decision on the report has yet been taken by the Government.

20 M. P. H. TANK.

## MECHANICAL ARMY OF THE NEXT WAR.

Man-driven machines will win the next war, said Colonel F. J. Fuller, D.S.O., in a plea at King's College for the creation of a "motorised" army.

Great Britain, he added, had four battalions of tanks to-day and the French forty. We were aiming at producing a light, mobile machine, and already a speed of more than twenty miles per hour had been attained.

The idea of the French was to create a mechanical army, not merely to add a handmaid to the infantry which was the British theory. The machines a mechanical army would require were likely to be:—

A heavily armoured and comparatively slow machine which would replace infantry; an armoured machine carrying a field gun to replace horse-drawn artillery; a lightly armoured, fast machine to replace cavalry, and able to cross water; a semi-armoured small and fast scout machine, which, equipped with a high velocity gun, would become a tank destroyer; a cross-country omnibus to transport infantry and engineers, and a cross-country supply vehicle.

## HONGKONG SHARE MARKET CLOSING QUOTATIONS.

April 14th, 1924.

Hongkong and Shanghai	1170 1/2
Banks	1170 1/2
Canton Insurance	1170 1/2
Hongkong Fire Insurance	1170 1/2
Douglas Steamships	1170 1/2
H.K. & M. Steamships	1170 1/2
China Steam	1170 1/2
Kowloon Wharves	1170 1/2
Whampoa Docks	1170 1/2
Hongkong Land	1170 1/2
Hampshire Estates	1170 1/2
Two Cotton Mills	1170 1/2
Dairy Farms	1170 1/2
Waterworks	1170 1/2
Hongkong Tramways	1170 1/2
Peak Tramways	1170 1/2

b.—buyers; s.—sellers; so.—sales.

## RUSSO-ASIATIC BANK.

CAPITAL (PAID-UP) ... 50,000,000  
RESERVE FUND ... 25,000,000  
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ... 3,500,000  
RESERVE FUND ... 1,500,000

HEAD OFFICE:  
Paris, 9, Rue Boulevard.  
LONDON OFFICE:  
64, Old Broad Street, E.C.2.

BANKERS:  
London: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.  
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.  
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.  
New York: The Irving Bank, Columbia Trust Company.  
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:  
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GRUYERES SUISSE EXTRA CHEESE CAMEMBERT CHEESE  
ROQUEFORT'S SURCHOIX CHEESE  
SAUCISSON DE LYON SUR EXTRA  
FRENCH BRETEL BUTTER

FROM THE FAMOUS DELICACY AMIEUX-FRERES.  
Quenelles de Volaille, Quenelles et garniture sauce franciense, Potlet Sauté au Champignons, Escargots a la Bordelaise, Veau aux petits pois, Ragout de Mouton Navarin, Saucisses fumées, Jambonneau Sur Extra, Jambon fumé, Fete de Foie Gras Extra, Cream sandwich truffé, Pate Amateuse, Creme de Gastronomie, Bloc Sardinien, Anchovis in bottles for Sandwich, Moli-Meli in jars, Sals Anchovis in 3 lbs. tins, Anchovis Norwegian in barrel in glasses, Delicatess Herring Pickled, Smoked Sliced Salmon in Olive Oil, Best Russian Black Caviar, etc., etc.

## THE FRENCH STORE,

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JUST RECEIVED

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**HIGH LIFE.** Famous Gentlemen's Cigarettes.

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(IN BANKRUPTCY)

By Order of the Trustee

## COMPULSORY SALE

of All Stock in the Ladies' Department

WILL COMMENCE ON

**WEDNESDAY, 16th APRIL.**

STOCK MUST BE CLEARED REGARDLESS OF COST.

## ABDULLA CIGARETTES

TURKISH - EGYPTIAN - VIRGINIA

We have just received a New Shipment of the Abdulla Cigarettes and Sell at Special Prices as follows:—

		USUAL PRICES.	SPECIAL PRICES.
No. 1 Turkish	50's	\$2.75	\$2.40
No. 5 do.	50's	2.25	2.00
No. 11 do.	50's	1.90	1.75
No. 14 Egyptian	50's	2.30	1.80
No. 16 do.	50's	1.80	1.50
No. 23 do. (Gold Tip)	50's	1.50	1.25
No. 1 Virginia	50's	1.00	0.90
No. 75 do.	50's	1.25	1.00
No. 7 do.	50's	1.10	0.90

**TABAQUERIA FILIPINA,**  
38, Queen's Road Central.

**Beecham's**

A good appetite comes only by having a good digestion, which can easily be obtained by using BEECHAM'S PILLS. They are a reliable remedy for the speedy relief of BILIOUSNESS, SICK HEADACHE, LASSITUDE, IMPAIRED DIGESTION, POOR APPETITE and all other troubles which arise from disordered liver or stomach. They cleanse the system, give tone to the digestive organs, and will restore you to sound and vigorous health.

**Pills**

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THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylene and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voeux Road Central, 2nd Floor  
Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.





Choose your new  
**Bathing Costume**  
from our smart Stock

We have varied assortment made of cotton, wool and silk in plain colours and striped effects.

Call and see our new 2 colour Suits.  
All sizes at prices ranging from \$4.75.

**Mackintosh**

CO., LTD.  
MEN'S WEAR SPECIALISTS.  
Alexandra Building, Des Voeux Road.

**GREEN ISLAND CEMENT CO., LTD.**

**Best Portland Cement**

**SHEWAN, TOMES & CO.**

GENERAL MANAGERS,  
HONGKONG.

**GREAT REDUCTION SALE**

**ALL KINDS OF LADIES FANCY GOODS**

including Swarov Drown Work, Canton Embroidery,  
Hand-made Lace, Ivory-ware, Beaded Works, etc., etc.

DON'T MISS THIS OPPORTUNITY.

**CHINA DRAWN WORK CO.**

(YUEN CHEONG)  
40, Queen's Road Central

**GRAND SALE.**

**20 DAYS ONLY**

**ENDING APRIL 19.**

EXCEPTIONAL REDUCTIONS IN EVERY  
DEPARTMENT.

GRASP THIS OPPORTUNITY.

**THE WING ON CO., LTD.**

**LATEST MODEL**

**LADIES'**

**SPRING HATS**

Are Smarter Than Ever.

PRICES REASONABLE.

Large Range of New Flowers.

**YEE SANG FAT CO.**

**"THE CHINESE CONFESSIONS  
OF C. W. MASON."**

Mr. Leonard Woolf, writing in the  
*Nation and the Athenaeum*, says:—

On the dust-cover of "The Chinese Confessions of C. W. Mason" (Grant Richards, 7s. 6d.) one reads two notices: "One of the most extraordinary human documents ever published"; and "My career has been chequered—full of hardships, sufferings, failures, and crimes. I have been a convict and I am a beggar." Inside the book Mr. Grant Richards tells us that he has known the author for more years than it is pleasant to remember, and that he believes "his story to be true in substance and in fact." Elsewhere the publisher has committed himself to the statement that this is "an unusual book, really an unusual book." Isn't all this enough to whet the appetite? Visions of the great literary acrobats, and that strange company of men who have taken the world into their confidence and have told it, not only about their own virtues and heroisms, but about their vices, crimes, meannesses, and dishonour, hovered in my thoughts as I still ruminated over the publisher's allurements. No one can resist a confession, and the darker the crime the better the confession; there is only one thing, however, which I insist on: the crime must be a real one and the confession true—and here is Mr. Grant Richards going half for his convict and the truth—so we may hope for an absorbing three hours, and at the end of them to put C. W. Mason up on the shelf beside Cellini, Casanova, and Rousseau.

The three hours have passed, and, though I cannot give Mason the honour of a place on my shelf reserved for the great confessors, he has written a very entertaining book. It is also, as Mr. Grant Richards says, an unusual book. This is the outline of Mason's story: In 1887 at the age of twenty he joined the Chinese Customs Service, then under the rule of the famous Sir Robert Hart. Four years later he seemed assured of a brilliant career, for he had already been marked down by his superiors as one of the most promising young men in the service. He had, however, become a member of a secret society of Chinese revolutionaries, and in 1891 he suddenly resigned from the service in order to start a revolution. His first enterprise was to import a cargo of arms from Hongkong to Chinkiang, but he got no further than Shanghai, where his contraband was seized and he himself, after some adventures, was arrested, tried, and sentenced to one year's imprisonment.

Mason's confessions cover a certain amount of rather sordid vice and murder besides the lying and treachery which his double-dealing necessarily involved. Where he confines himself to a straightforward statement of facts or to character sketches of the people with whom he came in contact, he is extremely entertaining. In the early chapters there is a vivid picture of the life of the small English community at Chinkiang, with its curious mixture of boredom and vice, and there are some admirable sketches of characters—those eccentric characters which seem so often to develop in Europeans who, when they first passed east of Suez, appeared to be quite ordinary, humdrum persons. As I read about Kopsch and Rickman and Ready, I said to myself: "This is not a novel, but a human document," a confession; if so, these must be real people who had real names. Being of a suspicious nature, despite Mr. Grant Richards' assurance, I confess to have been still troubled about truth. A little truth mixed in fiction may do no harm to a novel, but a little fiction mixed into the facts of a confession may be fatal. However, I was greatly reassured by finding that Mason in two completely unimportant details (in which happened to be able to check him) was sticking closely to facts. The people whom he describes are real people, and, in two instances at any rate, he gives them their real names.

As a picture of life and as a story, the book is successful; when one considers it as a confession and a human document, one is forced to measure the difference between the author and the men who have made their crimes, sins, and meannesses immortal. Towards the end of the book the author apologizes to the reader, at a critical point in the narrative, for delaying "the action a moment to analyze a mental state." "My excuse is," he says, "that the only excuse for this book is its contribution to the science of psychology." Mr. Mason would have written a far better book if he had left the science of psychology to look after itself and had concentrated upon the pleasing and entertaining task of confessing his Chinese sins. The penitent should leave the psychology to the priest if he is in print, and to his readers if he is in print. His business is to confess, and in general the less he bothers about analyzing his own mental states the more efficient and effective will be his performance. There are, of course, some superb precedents for the psychological, analytical confession, notably Rousseau. But Rousseau, as the romanticism of the nineteenth century showed, is a dangerous master. Casanova was never a penitent, but, if a criminal or sinner wishes to put on the white sheet and publish his confessions, the safest model for him to take for method and style is Casanova.

Only a writer of considerable genius, and very peculiar temperament, can successfully "make a clean breast of it," and at the same time discourse analytically to his readers about the complicated and unsavoury ingredients which in the process he has discovered in his own

(Continued at foot of next column.)

**WORLD FLIGHT ATTEMPT.**

U.S. PLANES' ROUTE ACROSS  
THE ORIENT.

THE ARRANGEMENTS IN CHINA.

PEKING, April 1st.

The official start of the American round-the-world flight is scheduled to be made from Seattle to-day, and the four seaplanes engaged in it are expected to reach the China coast toward the end of next month. Their first stop in China is to be made at Shanghai, and after resting there and overhauling their machines they will fly south to Amoy on their way to Calcutta. Some interesting details of the flight were obtained this morning from Lieutenant M. S. Lawton who has come from Manila to supervise arrangements over that section of the route lying between Shanghai and Calcutta. Lieut. Lawton arrived here yesterday, and will return to Shanghai to-morrow.

The American expedition is not a military one, although the pilots and mechanics have been furnished by the Army. Its objects are purely scientific, the intention being to explore the possibilities of air transit between Europe, Asia and America, and to study flying conditions over the route covered. The party consists of four pilots and four mechanics, under the command of Major Frederick L. Martin, the three other pilots being, Lieut. Lowell N. Smith, Lieut. Eric H. Nelson and Lieut. Leigh Wade. They are to make their journey in four Douglas aeroplanes, machines of a commercial type with a wing-span of fifty feet, a useful load of 4,500 pounds and a flying radius of two thousand miles. From Seattle to Calcutta, these planes will be equipped with pontoons for landing on water, but from this point onward they will carry landing-gear as much of the journey from there to London will be done overland. The radio equipment which they were originally to have carried has been removed for the sake of saving weight.

The itinerary, which has been divided into six sections for the purpose of organization, is roughly as follows:—Leaving Seattle, the party will hug the Canadian coast as far as Alaska, and then turning west will follow the Aleutian Islands to their western extremity. From here a long "hop" must be made across the North Pacific to Cape Lopatka at the southern end of the Kamchatka Peninsula, and this promises to be the most hazardous part of the journey across the Pacific. Once Kamchatka is reached, the expedition will alter its course again, and follow the Kure Islands down past Nankaido to the coast of Japan proper. A stop will be made at Yokohama, and another at Nagasaki, when land will once more be left behind in a straight flight for Shanghai. This is an alteration of the original plan, which was to include Chemulpo and Taingtao. From Shanghai the party will fly via Amoy, Hongkong, Haiphong, Touraine, Saigon, Bangkok, Rangoon, and Akyab to Calcutta. Thence they are to cross Northern India via Delhi to Karachi, and their course then leads them northward to Baghdad, Bucharest, Belgrade, Vienna, Paris and London. Continuing up the east coast of England and Scotland, and leaving Kirkwall behind, they will proceed to Iceland, thence to the East coast of Greenland, and thence via Labrador and Newfoundland to New York, for their final lap across America to Seattle.

The task of preparing for the care of the planes on their long journey is one of no small magnitude, particularly across the North Pacific where they will have to rely on their own personnel for any work to be done at the depots. These depots in the Pacific will consist of stores of food, provisions and spare parts, deposited at suitable harbours where the machines can land and overhaul in safety. In the Pacific, the navy will co-operate and destroyers will be stationed between landing-points to safeguard the airmen against loss at sea. Once this continent is reached greater facilities for repairs will be available, and even new engines are being distributed along the route in case they are needed.

It has, naturally, been impossible to make any close estimate of the time the flight will occupy, but it will probably require the entire summer. In the course of it the airmen will pass through three continents and twenty-two countries. Every possible provision has been made against mishap, and the organizers are confident that it will be carried out successfully.—*Reuter*.

breast. Everyone can recall past acts of his own which were incredibly stupid or mean, but, if he begins to try to explain to some one else why he so acted, he will almost certainly and unconsciously begin to discover thoughts and motives which make the stupidity less stupid and the meanness less mean. But the man who confesses must put on either a white sheet or a black sheet; we cannot allow him to wriggle out in a grey sheet half-way between the sheep and the goats. That is what Mr. Mason, quite unconsciously, tries to do. His confession tends to become an apology, and we all listen much more critically to a speech for the defence than we do to a bare confession. When Mr. Mason writes: "Generally speaking, your criminal is more interesting than your Member of Parliament, because he has the courage of his convictions," and when he tells us that a typical criminal is "a typical good fellow, daring, reckless, handsome, generous, honourable, unscrupulous, and nimble," he has his eye on the jury, but he is none the less talking sheer nonsense which soon becomes rather tedious. If he had been a Member of Parliament, he would probably have informed us—M.P.—"a typical good fellow, daring, reckless, handsome, generous, honourable, unscrupulous, and nimble."

**INTIMATIONS**

**SALE OF R.I.M.S. "HARDINGE"  
AND "NORTHBROOK"**

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay; in England by the Secretary of State for India, London; and in the Far East by the Commander, H.M. Dockyard, Hongkong, up to 30th APRIL, 1924, for the purchase of the Royal Indian Marine Troopships "HARDINGE" and "NORTHBROOK," with all Stores and Fittings that are on board on that Date, lying at their moorings in Bombay Harbour.

PARTICULARS OF R.I.M.S.

"HARDINGE"—

About 5,467 tons gross and 3,005 tons registered.  
Built under supervision of Naval Architect and Engineer to Secretary of State for India, by Messrs. FAIRFIELD ENGINEERING AND SHIPBUILDING CO., Scotland, in 1900.  
Twin Screw Triple Expansion Engines by Messrs. FAIRFIELD ENGINEERING CO. H.P. Cylinder 29-inch diameter; M.P. Cylinder 46-inch diameter; L.P. Cylinder 72-inch diameter; Stroke 48-inch; Trial I.H.P. 9,366; Trial Speed 19 knots; 4 Double ended and One Single ended Cylindrical Boilers. Designed Water Pressure Test 180 lbs. Bunker Capacity about 1,200 tons; Water Ballast about 437 tons. Fresh Water about 176 tons; 24 Officers' Cabins; 55 1st class Berths, 9 2nd class Berths; Troop Accommodation 1,100 British or 1,503 Indian; Capacity of Hold about 17,280 cubic feet; Height between Decks 8 feet; Dimensions about 423 feet by 51 feet by 38 feet 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1923.

PARTICULARS OF R.I.M.S.

"NORTHBROOK"—

About 5,017 tons gross and 2,971 tons registered.  
Built at Clydebank, Scotland, in 1906, by Messrs. JOHN BROWN & CO. LTD., and under supervision of Naval Architect and Engineer to Secretary of State for India.  
Twin Screw Triple Expansion Engines by Messrs. JOHN BROWN & CO. LTD.  
Trial I.H.P. 7,000; Trial Speed 18 knots; 2 Double ended and 2 Single ended Cylindrical Return Tube Boilers; Designed Water Pressure Test 180 lbs. Bunker Capacity about 965 tons; Water Ballast about 635 tons. Fresh Water about 120 tons; 25 Officers' Cabins; 44 1st Class Berths; 25 2nd Class Berths; 45 3rd class Berths; Troop Accommodation 653 British or 740 Indian; Capacity of Hold (two) about 27,640 cubic feet; Height between Decks 8 feet; Dimensions about 374 feet by 52 feet 6 inches by 39 feet. Vessel was extensively refitted in 1920 and Boilers retubed in 1921.

The above Vessels were put out of Commission in April, 1923, and as that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trailing.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchasers or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from Date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchaser.

The Balance of the Purchase Money must be paid by the Successful Tenderers within One Calendar Month from Date of Acceptance of Tender and before Vessels are removed from moorings. If Balance is not paid and Vessels are not removed by Purchaser or their Representatives within the Time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender.

Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,

Director of R.I.M. Dockyard, Bombay.

March, 1924. [560]

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APPLICATION has been made to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 20th January, 1924, together with relative Transfer Deeds attached, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the Date hereof No Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,  
EDWARD B. RAYMOND,  
Secretary.  
Hongkong, 3rd April, 1924. [558]

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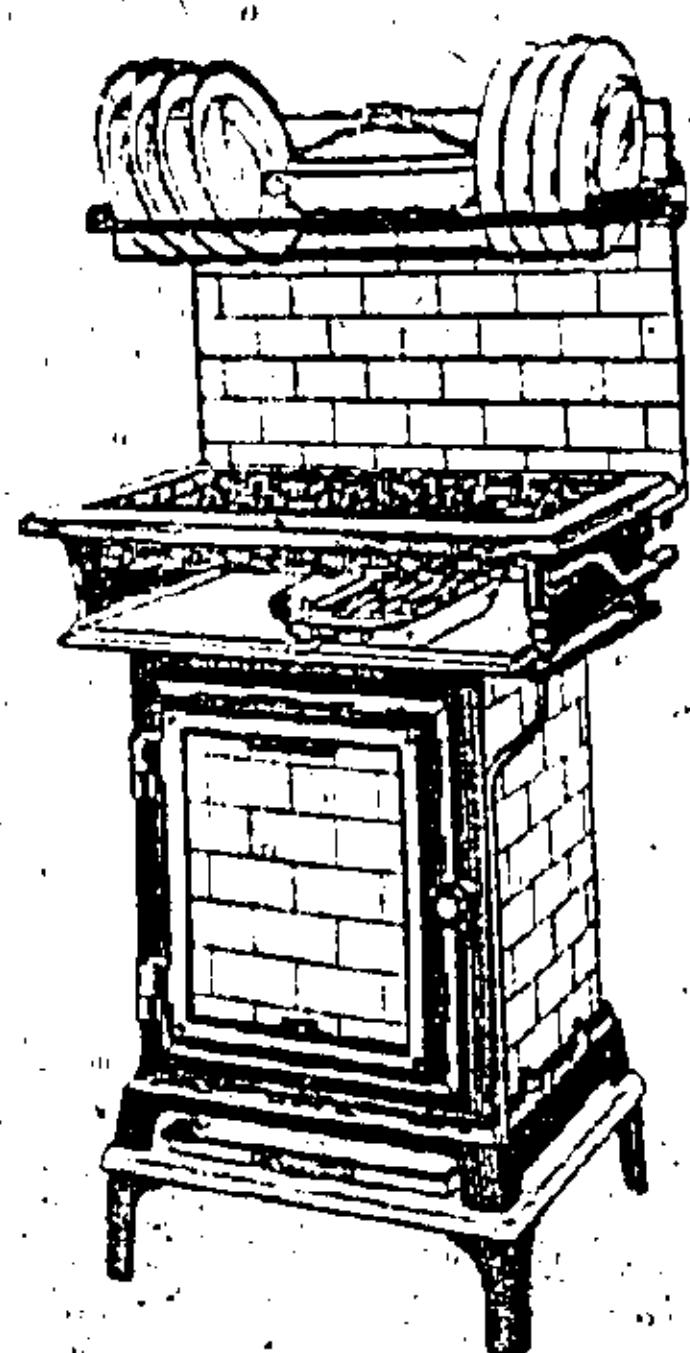
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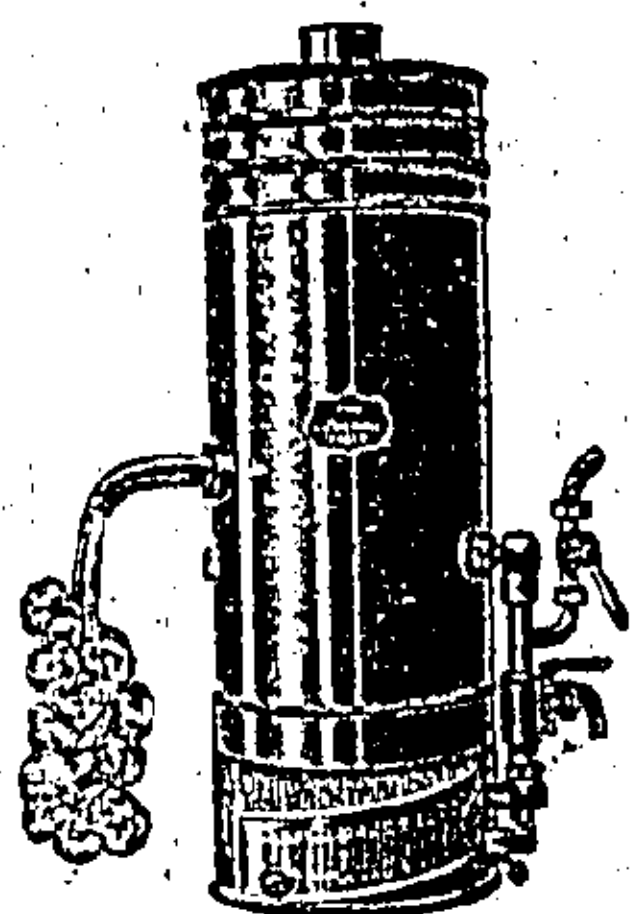
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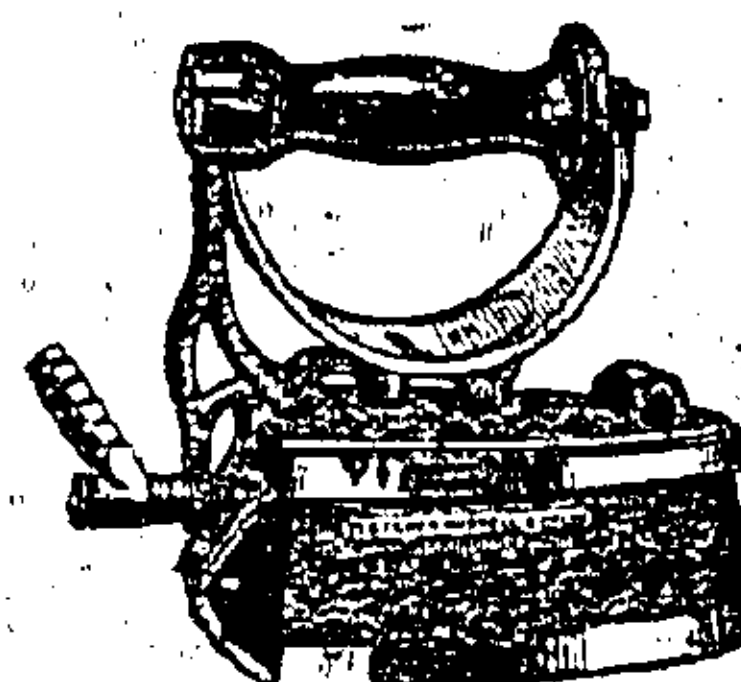
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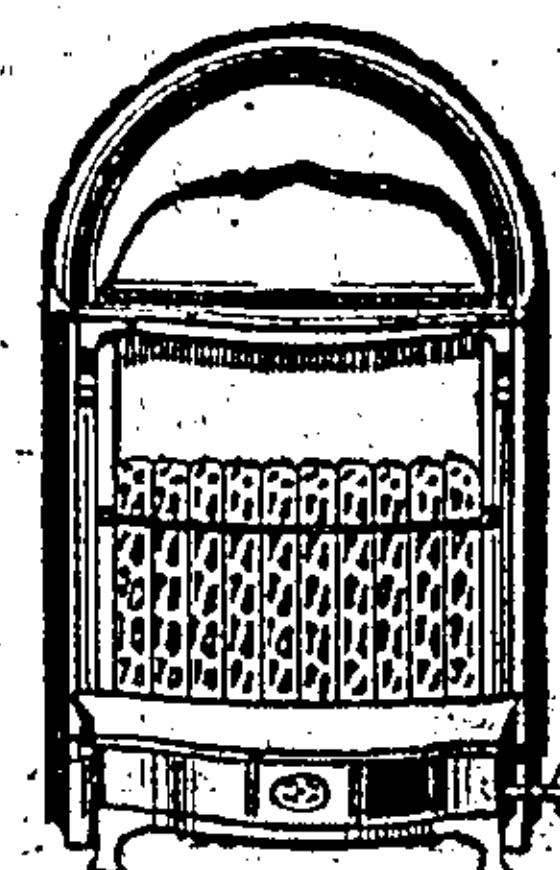
Gas in the Kitchen is cleaner and more economical. With Heat regulated to a nicety, there are No Frizzled Joints.



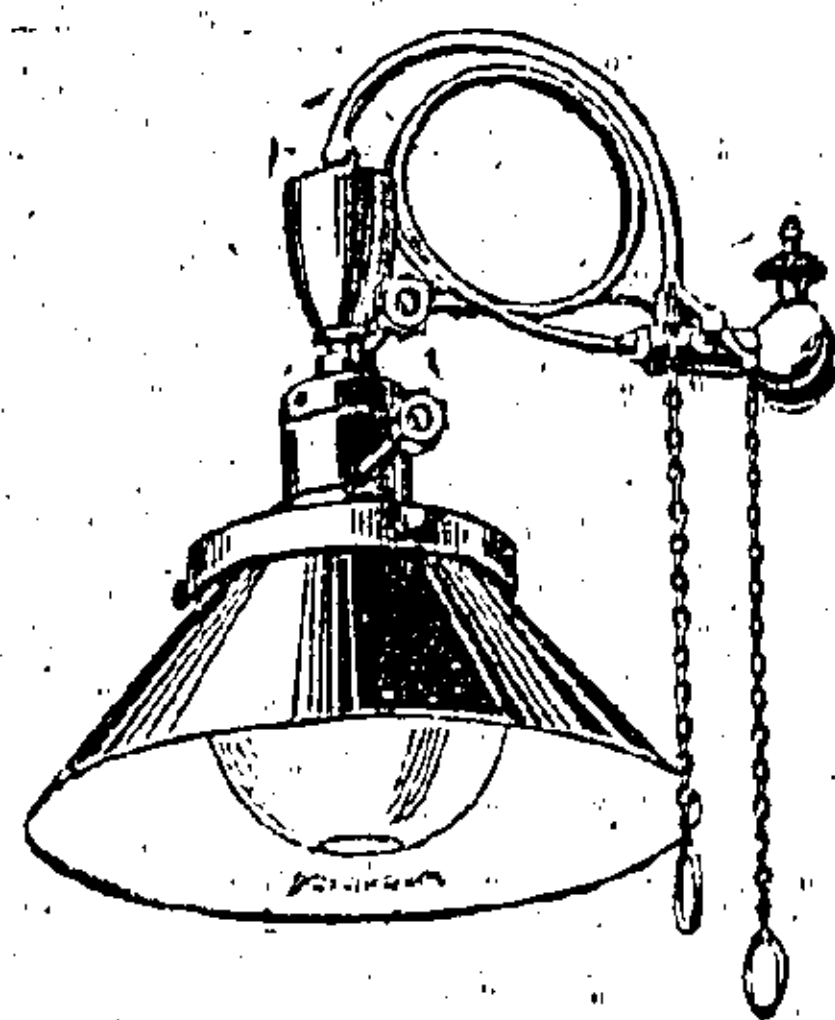
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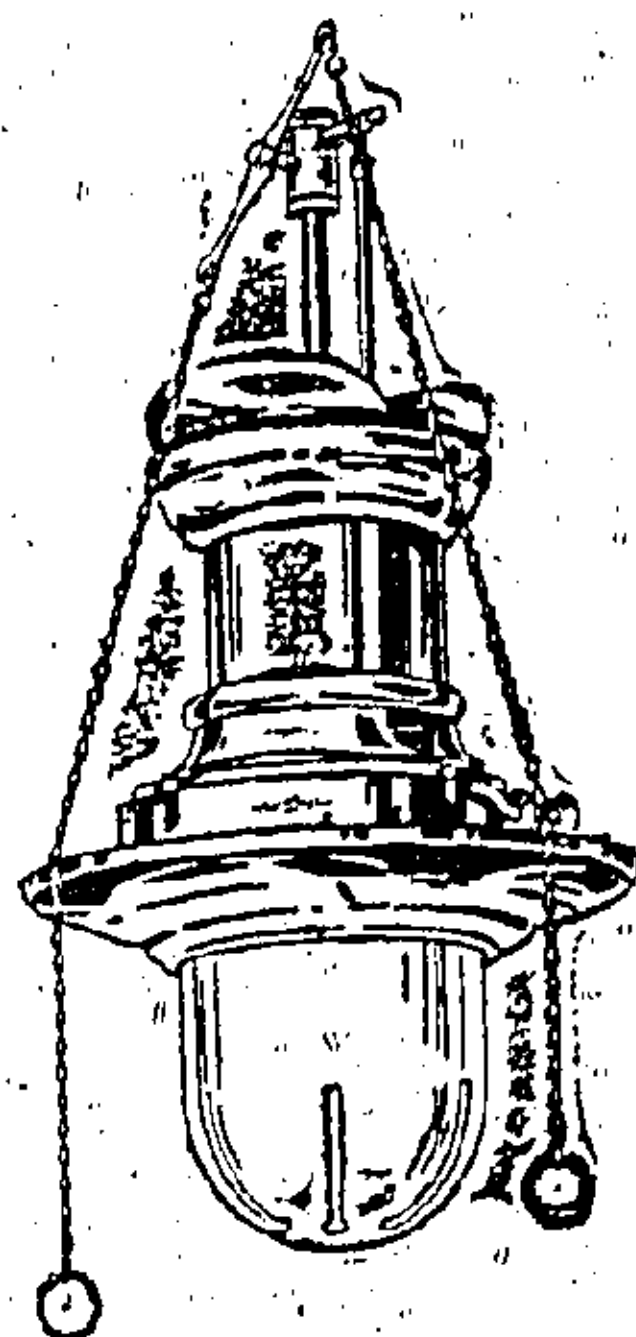
This Household Utility has many advantages over Electric or Box Irons. It is simple to use, more economical, while your Clothes will be free from annoying smudges. There could be no higher praise than to mention the fact that the Steam Laundry Co. has installed these Irons.



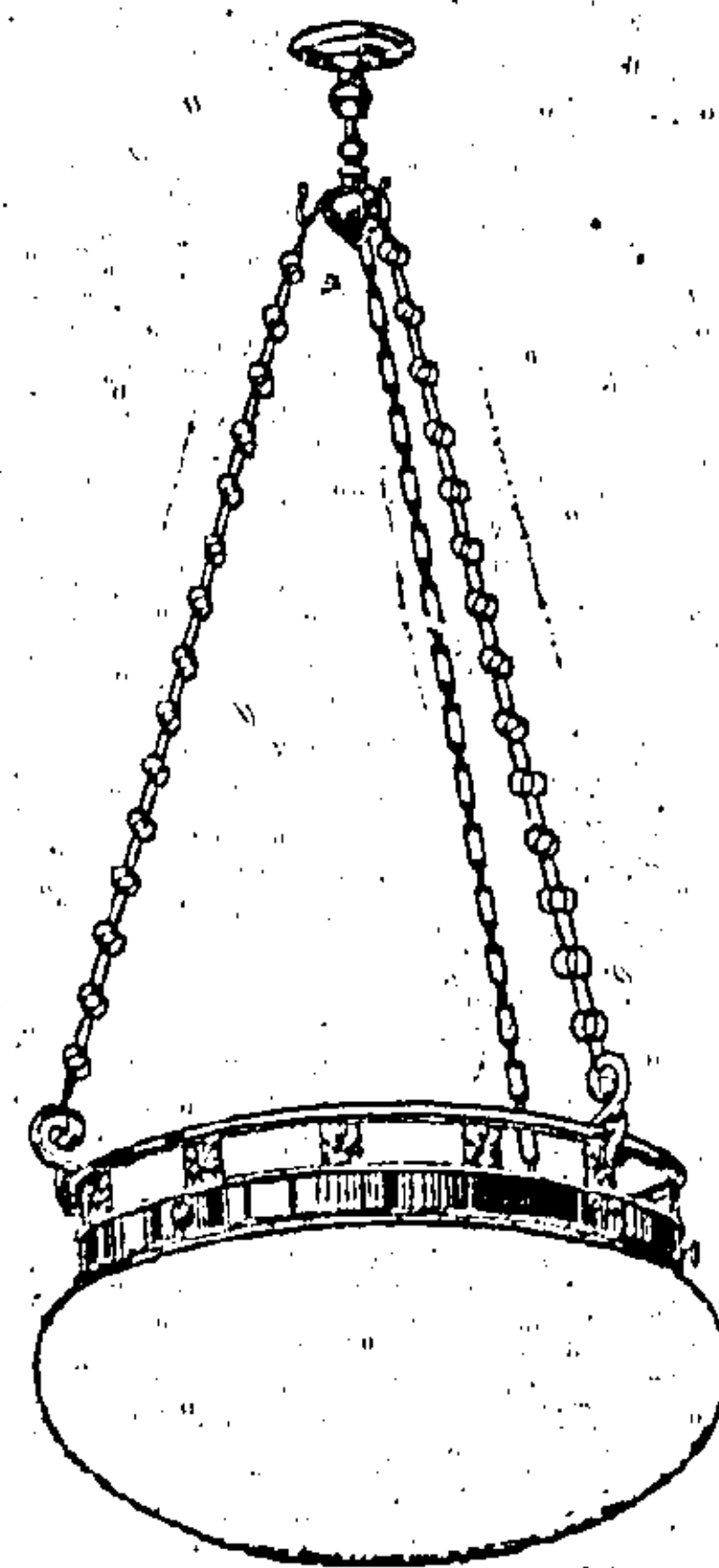
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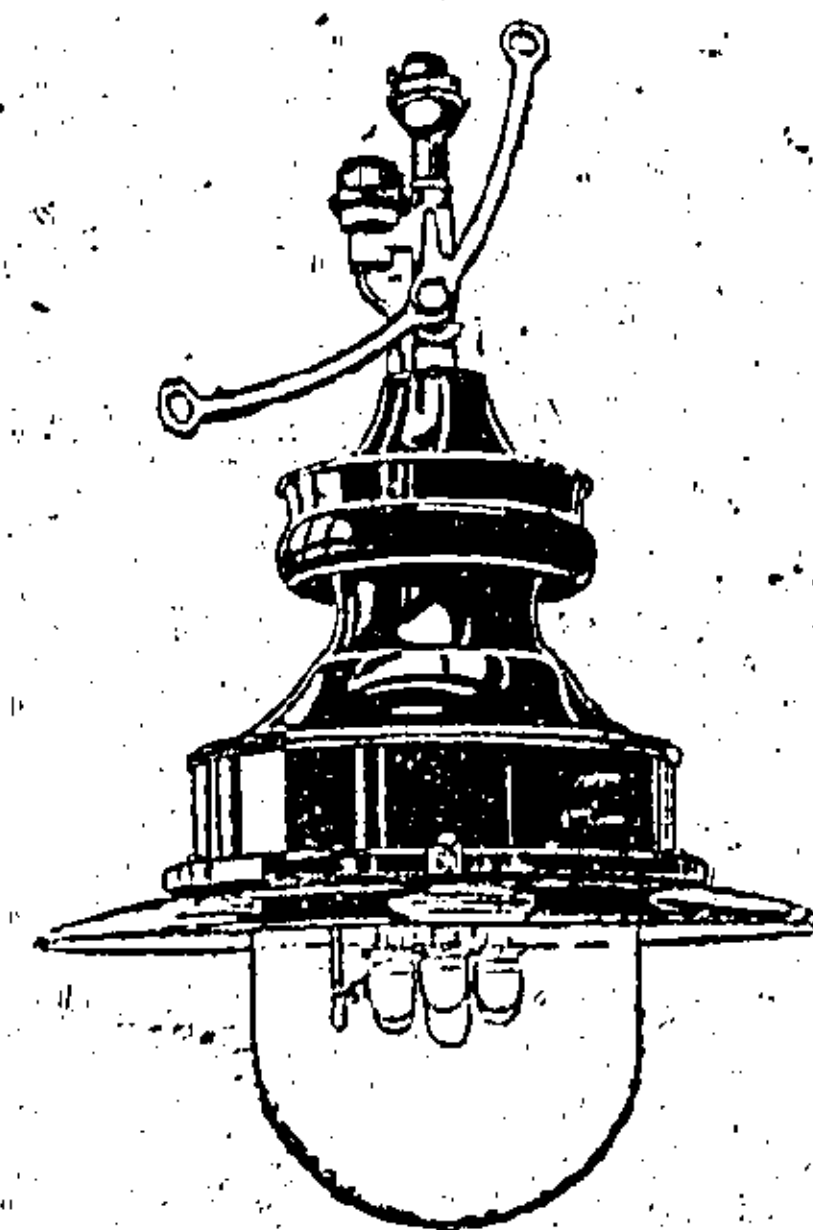
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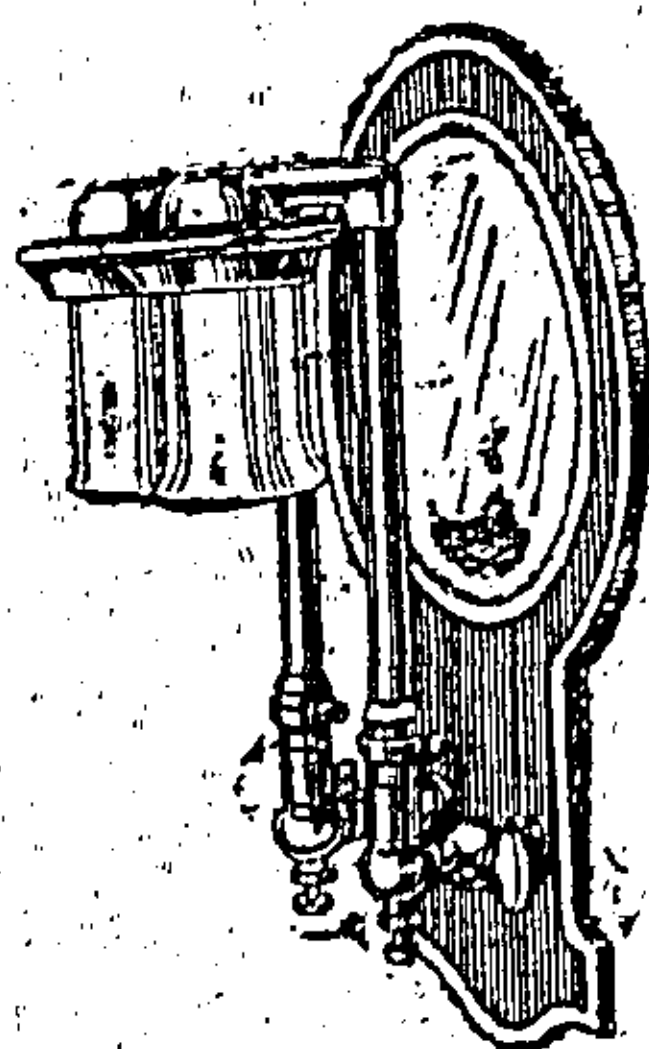
Indoor Shop Light, fitted with Silica Globes. You cannot play football with a Silica Globe, but it is not affected by heat.



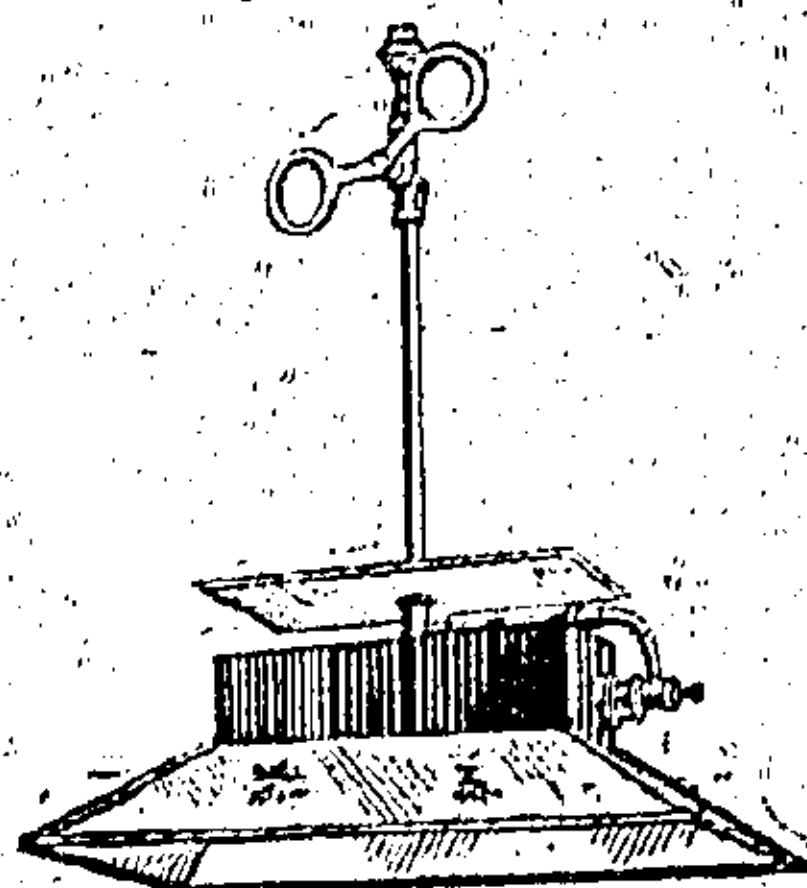
Hanging Lamp for the well appointed home. More powerful than Electric Light, but a Softer Glow.



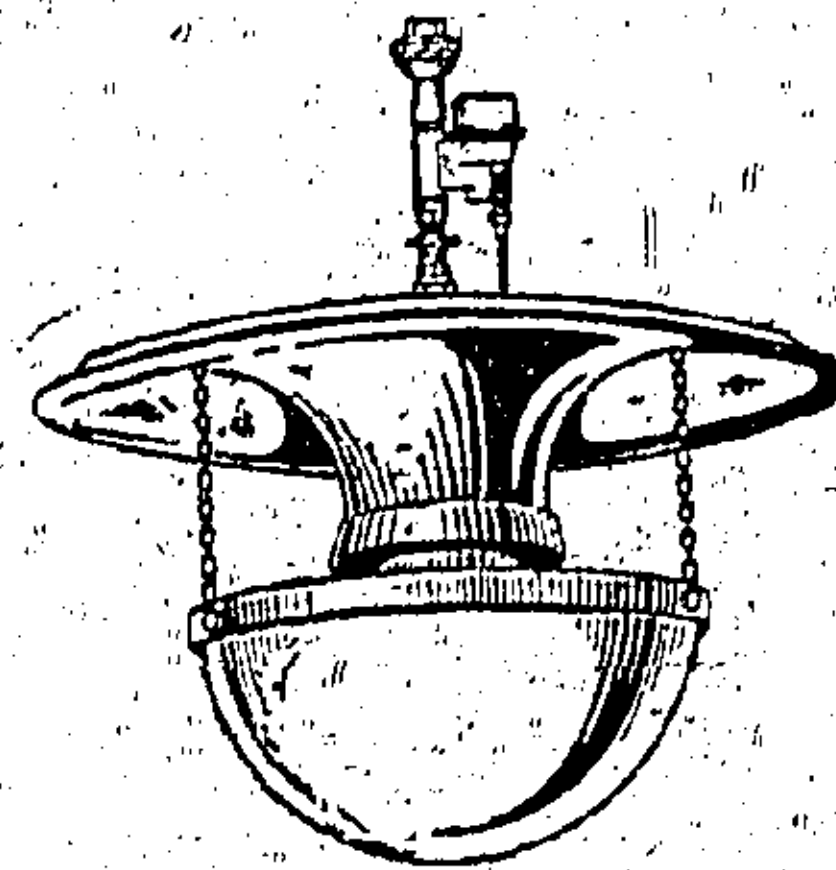
Outdoor Lamp which is unsurpassed. One of these may be seen, with Automatic Control from Watchman's room, under Lane, Crawford's verandah.



Tulip Wall Bracket: A beautiful Light which lends distinction to the home. You will not be left in the dark if you instal these.



The Light from these Lamps is well diffused, eliminating Shadows. The wise Window-dresser knows the Value of this Fitting.



An Elegant Interior Shop Lamp. Good Light is the finishing touch to a Good Display. If you want to feel dissatisfied with your present lighting system, instal one of these.



A Splendid Interior Light with a Marvellously Low Gas Consumption. Globes in various Shades.

With all appliances you may have Automatic Control: works like an Electric Switch. The Super-heater attachment gives Better Light at a Lower Cost. Our Maintenance and Hiring Service saves money and worry.

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# QUEEN'S THEATRE

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With Comfortable Seating Accommodation  
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# SOCIETY OF ST. GEORGE. ANNUAL MEETING.

The annual meeting of the Society of St. George, Hongkong, was held at the City Hall yesterday afternoon, when the year's activities were reported upon, officers elected and arrangements made for the observance of St. George's day.

Mr. D. G. M. Bernard, President, occupied the Chair, and was supported by the following gentlemen: His Honour Mr. Justice Gompertz, the Hon. Mr. P. H. Holyoak, Mr. R. H. B. Hancock (Past President), Mr. G. H. Piercy, Hon. Secretary, and the following members of the Committee: Mr. C. G. Alabaster, K.C., Lieut.-Col. L. G. Bird, Mr. P. S. Cassidy, Mr. H. B. L. Dowling, Mr. W. A. Dowley, Mr. W. J. Eldridge and Mr. V. M. Grayburn. There were also present: Messrs. M. E. F. Airey, F. A. Wells, E. F. Aucott, J. Scott Harston, W. E. L. Shenton, A. Hicks, A. R. Raven, O. B. Raven, C. Dickens, W. O. Barrington, Dr. M. Harston and the Rev. V. H. Copley Moyle.

## THE CHAIRMAN'S SPEECH.

The CHAIRMAN said: Gentlemen.—The accounts for 1923 together with the Hon. Auditor's report have been in your hands for some days and with your permission I will follow the usual procedure and take them as read.

I do not think there is anything particular in the accounts that calls for explanation. Our charitable gifts amount to only \$1,034.89 as compared with \$2,556.03 in the previous year, which is due to the fewer calls made upon us locally. The balance carried forward is \$6,697.75 which is \$14.41 less than was brought forward from 1922.

At the annual meeting last year my predecessor referred to a property account which it was proposed to open to care for purchases of sundry articles for the annual ball. This is having attention and a valuation is being made of the things we have in hand, and when this has been done the account will be duly opened.

A grant was made again last year to the Hon. Mr. Irving, Director of Education, for prizes for patriotic essays in recognition of St. George's Day for children in British Schools. Your Committee, however, do not consider this has been a success and think that it should be discontinued in future.

The observance of St. George's Day last April was, as usual, confined to an interchange of greetings between fraternal Societies, a grant of prizes to school children to which I have already referred, and a presentation of roses to Lady Stubbs. There is a feeling that there should be a greater observance of the day in the Colony, and a concert or similar entertainment has been suggested. I commend this to the attention of the incoming Committee who will doubtless be glad to hear views expressed on the subject at this meeting.

During the year 62 new members joined the Society, but it is with sincere regret that I have to record the death of so many of our members since our last report. The list includes:—Mr. H. S. Burleigh, Mr. G. A. Chadwick, Mr. H. Day, Mr. A. Leon, Mr. J. Parkes, Mr. H. W. Sassoon, Mr. J. W. White, Mr. C. E. Warren and Mr. M. J. Wells, and we extend our deepest sympathy to their relatives.

The Annual Ball held on the 4th January was again a great success and was attended by over 1,000 people. Mr. H. E. Hollands acted as Hon. Secretary for the Ball, and we are much indebted to him for his hard work which contributed in no small measure to the success of the evening. (Applause.)

I wish again to tender our hearty thanks to Mr. R. A. Nicholson for the fine display of roses on the President's table, which, as on previous occasions, was one of the features of the decorations—(applause)—also to the Chairman and members of the Sub-Committee who made all the arrangements and worked so energetically and unsparringly for the comfort and enjoyment of our guests. I am sorry to say that Mr. R. J. Wilton, who has been Chairman of the Wines and Supper Committee, has left Hongkong for good. You are all aware of the painstaking manner in which he attended to this branch of the evening's entertainment and the excellent way in which everything was carried out. (Applause.) We shall miss him very much, but I may mention that although his services will not be available to us for the next Ball we shall have his able lieutenant, Mr. S. Baker, who has taken the keenest interest in the Ball and has a note of all the arrangements made this year. (Applause.)

During the year there was the usual Golf match between St. Andrew's Society and ourselves which we were fortunate enough to win, and we thus retain the trophy for another year. (Hear, hear.) Sailing races between the two Societies were also organized by the Royal Hongkong Yacht Club which provided a very interesting day's racing in which I am glad to be able to record we again proved successful. (Applause.)

Before proposing the adoption of the resolution accounts, I wish to say how much I have appreciated the great honour of being your President for the past year, and to thank all the Members of the Committee, the Hon. Secretary and Treasurer for the loyal support accorded me during the year. (Applause.)

I now beg to propose the adoption of the report and accounts as presented and when this has been seconded I will be pleased to answer to the best of my ability any questions that may be asked.

Mr. R. H. B. HANCOCK seconded the adoption of the report and accounts, and the motion was carried unanimously.

(Continued at foot of next column.)

# EUROPEAN MOTORIST INJURED.

## MOTOR-CYCLE CRASHES INTO TRAM.

The habit which Chinese have of dawdling along the roadway was the cause of a serious motor accident, which might easily have proved fatal, on the Praya East at 7.50 last night.

A European motor-cyclist, in attempting to pass in front of a tram-car misjudged the distance between the tram and a number of coolies who were wandering aimlessly, with the result that the front wheel of the cycle crashed into the front footboard of the tram.

To those who witnessed the accident it looked as though the cyclist must be killed, but fortunately the tram driver jammed on the emergency air brakes, pulling the car up within a couple of feet.

As it was, the motor-cycle was wedged under the front of the tram with the driver pinned beneath. Passengers on the tram rushed to his assistance, and after the cycle had been dragged away he was picked up, with one leg badly injured.

A friendly Chinese motor-car driver volunteered to convey the injured man to his home. The motor-cycle, which appeared a complete wreck, was taken to the Hongkong Hotel garage in Percival Street.

## QUEEN'S THEATRE.

### COLONY'S NEW HOUSE OF AMUSEMENT.

Early next month the palatial structure adorning Queen's Road Central, and known as Queen's Theatre, will be opened. The opening will be a ceremonial one. The following day the management will commence in earnest to cater for the public's amusement, commencing with a run of first-class Metro films. Later, theatrical companies will visit the Theatre.

The Queen's is a spacious building, having accommodation for 1,400 patrons, and every seat commands a full view of the stage and picture screen. On the ground floor are the orchestra stalls, and grand circle; above is the dress circle, running around the sides of the theatre as far as the stage; and above this is the gallery. There are a number of private boxes. The theatre is well ventilated and has a pretty subdued purple lighting arrangement. The projection room is well away from the public seats, and is fireproof. A spacious auditorium leads from the street into the theatre, and there are ample exits. Altogether Mr. Ma Chui-chin is to be congratulated upon owning such a building, and under the management of Messrs. Leung Cheuk-wing and Fung Tui-sang the enterprise should prosper. Prof. Y. Gonzalez will direct a specially selected orchestra.

## ELECTION OF OFFICERS.

The CHAIRMAN then proposed the election of the new President for the ensuing year. He said that Mr. H. W. Bird had been Vice-President for the past two years and remarked that he had done valuable work on the Committee. He had great pleasure in proposing Mr. Bird as President.

The Hon. Mr. HOLYOAK seconded and the motion was carried with acclamation. In proposing Dr. M. Harston as Vice-President, the CHAIRMAN said that Dr. Harston had been a resident of Hongkong for a number of years and that he needed no introduction to the members. (Applause.)

His Honour, Mr. Justice GOMPERTZ, seconded the proposal, which was unanimously carried.

The CHAIRMAN said that Mr. G. H. Piercy had carried on the work of Secretary for the past two years and he now desired to be relieved. Mr. L. S. Greenhill had kindly consented to his name being put forward, but he would like to point out that Mr. Greenhill would need some assistance during the meetings.

Mr. DOWLEY seconded the proposal which was carried unanimously.

The CHAIRMAN then put forward the name of Mr. V. R. Jones for the position of Hon. Treasurer. In doing so he said that Mr. Exell had been elected for the past two years, and since he had left the Colony his work had been carried on by Mr. W. M. Cox.

Mr. DOWLING seconded, and the motion was carried. The Committee was elected as follows: Messrs. C. G. Alabaster, L. G. Bird, P. S. Cassidy, E. Cock, H. B. L. Dowling, W. A. Dowley, W. J. Eldridge, V. M. Grayburn, M. E. F. Airey, S. Baker, the Hon. Mr. A. R. Lowe and Mr. H. P. Winslow.

## GENERAL BUSINESS.

Under the heading of "general business," the CHAIRMAN mentioned that he thought the essay open for British school children should be discontinued and that some form of entertainment for the children should be organized to take its place. He also mentioned that it was proposed to hold the annual ball at about the same time as last year.

The Rev. Copley MOYLE put forward the suggestion that there should be a formal parade of members at Cathedral service. If this could be arranged he would only be too pleased to make arrangements for this.

The CHAIRMAN thanked the rev. gentleman for the suggestion and said he felt sure that the incoming committee would take it up.

This was all the business before the meeting.

## A SHORT STRIKE.

### WEST RIVER SERVICE RESUMED. NAVAL PROTECTION AFFORDED.

The strike of shipping officers and marine engineers operating the West River steamers has terminated, and last night the steamers due to leave for Kongmoon and Wuchow got away to schedule time. The so-called "strike" (which the China Coast Officers' Guild state is not a strike in the true sense of the word) commenced on Sunday when at a meeting of the combined Guilds it was decided that the steamers for Kongmoon would not sail until naval escorts had been provided as an additional protection against piracy.

Yesterday morning Mr. Laurensen, the Secretary of the China Coast Officers' Guild, was sent for by the Harbour Master of Hongkong (Lieut.-Commander Conway Hake, R.N.R.) and officially informed that armed naval launches are to escort the steamers in future, and arrangements for this were being made in conjunction with the Commodore.

We understand that some little time must elapse before these launches will be ready for service. The Colonial Government, it is stated, had been working hard on the scheme for some little time previous to the latest piratical outrage on the *Tai Lee*. The Government has been in communication with Canton on the matter with the idea of procuring suitable launches already fitted with steel protection shields. In addition to this the Government have procured in Hongkong four suitable launches, but these require certain alterations before they can be put on the run. The launches are to be manned with Naval gun crews and the cost of running them is to be borne by the local Government. Presumably their duty will be to escort the river boat convoys as far as Kongmoon, and in particular through the Suileu channel which is infested by pirates.

In the meantime, until the launches are ready for patrol work Naval gun sloops will escort the steamers through the danger zone. Last night the steamers *Sun Nam Ho*, *On Lee* and *Leung Kwong* were to be escorted by H.M.S. *Tarantula* as far as Wongmoon, and from Wongmoon to Plover Island by H.M.S. *Cicada*.

Mr. Laurensen has been given to understand that H.M.S. *Mothe*, which it was intended to pay off, would not row be paid off.

## AN OFFICIAL STATEMENT.

ESCORTS NOT TO BE PERMANENT. Yesterday afternoon the Harbour Master issued an official statement to a member of the local press for circulation.

The Harbour Master said:—"After we heard news of the *Tai Lee* piracy on Saturday morning I went with the Hon. Mr. Wolfe, C.S.P., to see the Commodore, who kindly consented to send H.M.S. *Cicada* to the locality and to recall the *Tarantula* to Hongkong with a view to consulting the Senior Naval Officer regarding the suitability of the vessels we had got here in connection with a scheme of armed launches. In the meantime the *Tarantula* went to the scene of the attempted piracy and was instrumental in getting a Chinese armed force landed in the vicinity."

"The Commodore then sent a further message to the Commander-in-Chief asking for approval to man these launches with naval ratings if the Colonial Government decided to take them up. Later on the same day the Commander-in-Chief approved. I then arranged with the Commodore to get suitable launches and to go with him to examine them. This we did this morning."

Questioned about the use to which these launches would be put, Lieut.-Commander Hake indicated that they would be used as additional gunboats and would be employed as the Naval authorities thought fit. "Gun boats," he said, "will accompany the Kongmoon steamers on a permanent escort, but it is not to be a permanent escort. The Commodore cannot guarantee a permanent escort."

Continuing, the Harbour Master said that the official decision regarding these naval movements was to come to late on Saturday morning. Had the Guild asked him he would have been only too pleased to have told them the position or to have told any Master before sailing.

Discussing the *Tai Lee* affair, Lieut.-Commander Hake said: "It was one of the few unsuccessful attempts at piracy, which the ship and the organisation of her defence must take credit. It showed up a weak spot, in that the engine room fell. That happened because practically six weeks ago certain alterations were agreed to by a committee on which the Owner, the Captain, the Chief Engineer and Government Officials were represented, and were ordered to be done immediately. The alterations have not been made yet."

This neglect to carry out official instructions which would, he thought, have made the *Tai Lee's* engine room impregnable was emphasised by the Harbour Master as illustrating the need for better co-operation between the ships and the authorities.

## WHAT THE "STRIKE" COST.

The Companies operating the vessels, which were held up on Sunday, must have lost a considerable amount of money in the 24 hours' delay to their vessels. A prominent Chinese official of one of the Companies informed a *Daily Press* reporter that yesterday that there was in the first place a dead loss of \$1,000 on each vessel, which represented the cost of running each vessel. In addition there was a considerable loss entailed on delay to cargo, etc. He said that passengers and cargo had been on board since the previous evening, waiting for the vessel to start. Altogether he estimated the loss at something like \$10,000.

## SPORT.

### THE TENNIS TOURNAMENT. HONDA HEATS NG SZE KWONG.

After holding the title of Singles Champion of the Colony for the last six years, Ng Sze Kwong was defeated yesterday afternoon in the fourth round of the Open Champion Singles competition by three sets to one by the Japanese player, T. Honda, ex-champion of the Federated Malay States. The match has been one which has aroused an unusual amount of interest in the Colony, particularly in view of the fact that the two champions have met on two previous occasions during the last fortnight without a decision being reached in either game. The first time the match was abandoned owing to rain when Honda was within an ace of victory, the second match not being finished owing to darkness setting in after a long and tedious exhibition. True lovers of sport will, no doubt, be pleased at yesterday afternoon's result, seeing that Honda was practically robbed of victory when the two met on the first occasion.

Yesterday's game was entirely different to that of the previous disappointing exhibition. Both players were bolder and stronger in their play, which, until the end of the fourth set, when both players were obviously exhausted, was of a very high order. On the whole there was really nothing much to choose between the players and what "joss" was going went to Honda, particularly in the last set. Both men were driving well and passing well, Honda finishing half way up to the net with some very fine shots whilst Ng Sze Kwong showed great skill on many occasions in forcing Honda back on to the base line from his usual position of advantage by well directed lobs.

Honda took the first set, 6-4, after Ng Sze Kwong had been leading 4-3. In the second set Ng was at the top of his form and was winning many points at the expense of Honda's rather awkward back-hand returns. Ng took the score to 3-0 and later to 5-2. He looked a certain winner, but Honda made a wonderful recovery and playing tenaciously, made the score 5-5. Ng Sze Kwong then won on his own service and his opponent's and won the set 7-5, making it one set all.

In the third set Honda went to 3-1 before Ng spurted and caught him up. The Japanese took the next three games which gave him the set—two sets to one. Ng Sze Kwong was certainly a little careless in the opening stages, but at the same time he had had luck. Honda, leading at the end of the fourth game by 3-1, was seized with cramp. He was attended by a large number of Japanese who, taking some little time in so doing, which prompted the umpire (Col. Robertson) to intervene, stating that he could not stop the game for that. On the re-commencement of play Honda secured the next three games which gave him the victory. There was just one point between Honda and victory when Ng Sze Kwong made a bad stroke. He could see the ball flying out of court and, good sportsman that he is, he threw his racket into the air, shouted "Ee Yah" in the expressive Chinese way then came forward and congratulated Honda on his victory.

The match was witnessed by a large crowd of people.

The following are yesterday's results:—Open Singles.—T. Honda beat Ng Sze Kwong, 6-4, 5-7, 6-3, 6-1.

Handicap Doubles.—L. Thomas and E. J. R. Mitchell beat F. A. Redmond and M. Roffey, 6-2, 5-7, 6-1.

Mixed Doubles.—Mr. and Mrs. Hattersley Smith beat Worwick and Miss Rudge, 6-2, 6-3.

## BILLIARDS.

P. A. YVANOVIICH WINS THE FINAL.

The final of the billiards championship of the Colony was played off last evening at the Victoria Recreation Club and resulted in P. A. Yvanovich beating R. Luz by 169 points in a game of 1,000 up played in two sessions.

Yvanovich played very consistently, with the exception of a bad patch at about 300 and led his opponent practically from the start. At the end of the first session the scores stood: Yvanovich, 518; Luz, 384. He maintained this lead in the second session but at one stage increased it to nearly 200. Luz showed signs of playing better billiards towards the end of the match but throughout he gave one the impression of being rather nervous. Both players registered breaks of over 50, the best of the evening being one of 54 by Yvanovich. The final scores were:

Yvanovich 518, 824

Luz 384

Breaks.—Yvanovich: 20, 30, 34, 26, 21, 23, 30, 31, 41, 29, 23, 25. Luz: 29, 51, 22, 25, 23, 29, 28, 24.

Yvanovich, who has won the Championship twice before, 1920 and 1922, has now to meet the present holder of the title, A. J. Omand in the Challenge Round. This match will be played on Wednesday night.

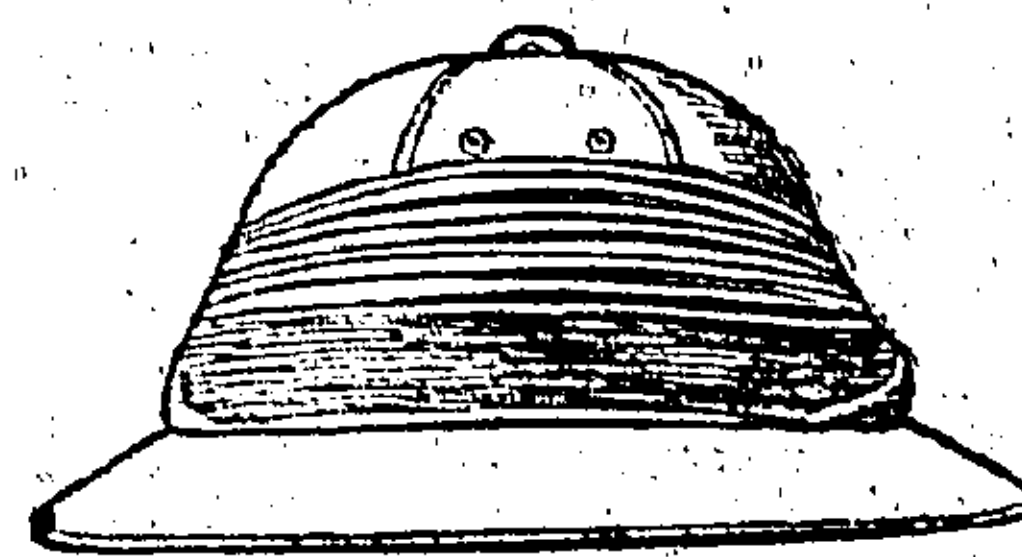
## A PASSENGER'S MISFORTUNE

### ROBBED OF \$1,000 GOLD IN HONGKONG.

A tourist on the *sa. Empress of Canada*, named Mr. James Dig, was out viewing the city last evening and doing the sights in a ricksha. In Queen's Road he stopped his ricksha, to give the puller a chow of tobacco, and whilst doing this he states that the coolie stole his purse containing \$1,700 American gold from his right inside pocket. The coolie made off in the direction of Queen's Road East and so far has not been arrested.

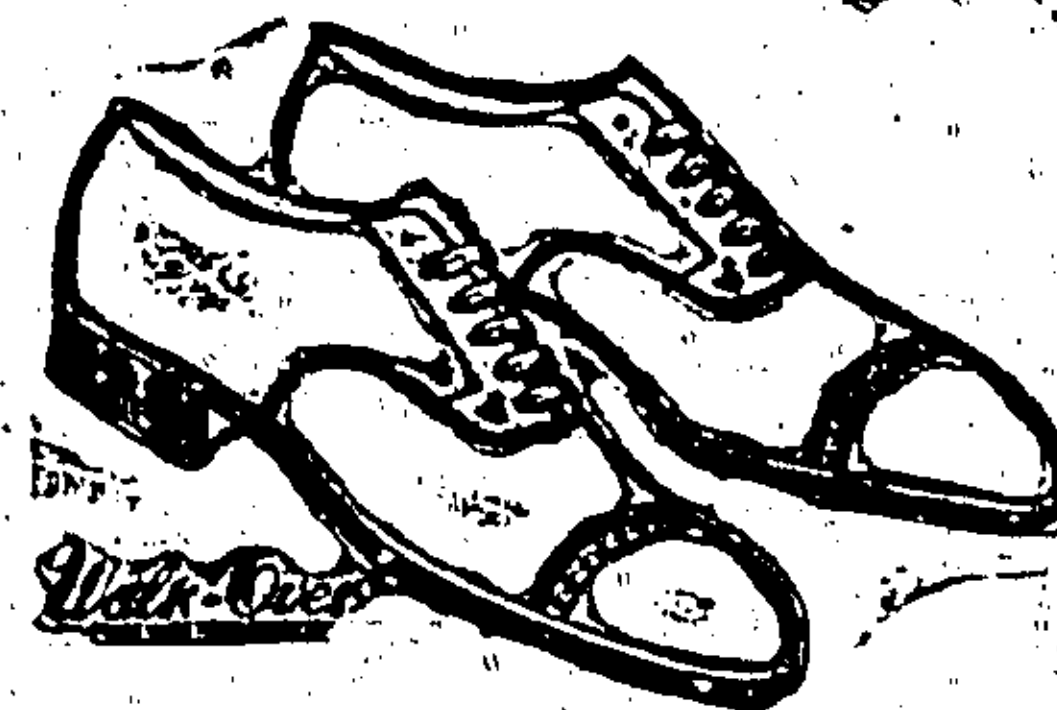
# LANE, CRAWFORD, LTD.

ESTABLISHED 1850.



\$12.50

THE BODY OF THIS SUN HAT IS MADE OF A RUBBER AND CORK PATENT, COVERED WITH A FINE QUALITY WHITE DRILL, AND FUGARREE, FITTED WITH THE "AURA" VENTILATOR WHICH PROVIDES A FREE CIRCULATION OF AIR. GUARANTEED TO BE PROOF AGAINST SUN AND RAIN.



\$20

THE LATEST STYLES IN WHITE CANVAS SHOES WITH LEATHER OR COMPOSITE SOLES.

# LANE, CRAWFORD, LIMITED.

## PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA  
PINEAPPLE  
RASPBERRIES  
POMEGRANATE  
MANDARINE

LEMON  
CHERRY  
STRAWBERRY  
APRICOTS  
ORANGEADE

## THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

## LATEST DANCE RECORDS

- |     |   |     |          |
|-----|---|-----|----------|
| 230 | LAST NIGHT ON THE BACK PORCH            | ... | Fox-Trot |
|     | THE DOM PAB TROT                        | ... | Onk-Step |
| 52  | TWELVE O'CLOCK AT NIGHT                 | ... | Fox-Trot |
|     | THE ONE I LOVE BELONGS TO SOMEBODY ELSE | ... |          |
| 65  | SUNSHINE OF MINE                        | ... |          |
|     | YOU DIDN'T WANT ME                      | ... |          |
| 68  | MICKEY DONOHUE                          | ... | Waltz    |
|     | TRIPPING ALONG                          | ... |          |

## ANDERSON'S.

**Powell Ltd.**  
12, Des Vaux Rd.

## New Spring Novelties.

### FRENCH RATINE

in the Latest Colourings.

### MORROCCO CREPE

used by the Leading French Dressmakers.

### EMBROIDERED

### CREPES AND VOILES

in Dainty Effects.

### PAINTED COTTON VOILES

in Many Interesting Designs.



## NEW ADVERTISEMENTS

## BANK HOLIDAYS.

IN accordance with Ordinance No. 4 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 15th, 16th and 17th INSTANT. Hongkong, 14th April, 1924. [644]

## NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on FRIDAY and SATURDAY, the 15th and 16th INSTANT.

R. H. R. WADE, Commissioner of Chinese Customs, Kowloon and District. York Buildings, Hongkong, 14th April, 1924. [645]

## IN THE SUPREME-COURT OF HONGKONG.

## PROBATE JURISDICTION.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probate Ordinance 1897 (No. 2 of 1897), made an Order limiting the Time for Sending in Claims to or against the above Estate to the 31st Day of MAY, 1924.

Creditors and Claimants are hereby required to send their Claims to the Under-Signed by the above Date.

Dated this 12th day of April, 1924. WILKINSON & GHIST, Solicitors. [648]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PATROCLUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 15th April. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd April will be subject to rent. All Claims against the Steamer must be presented to the Under-Signed on or before the 5th May or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 14th April, 1924. [647]

## STRUTHERS &amp; BARRY.

## NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO AND LOS ANGELES VIA PORTS.

THE Steamship "WEST PROSPECT" having arrived from the above-mentioned ports, Monday, 14th April, 1924, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued. All broken, chafed and damaged Cargo is to be left in the Godown where it will be examined at 10 a.m., Saturday, 19th April, 1924, by Messrs. ANDERSON & ASSOC. Marine Surveyors.

All Claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be recognised after the cargo has left the Godown, and cargo undelivered after Monday, 21st April, 1924, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY, Agents. U.S.S.B. Emergency Plant Corp. Hongkong, 14th April, 1924. [643]

## RICKMERS LINE.

## NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG AND ANTWERP.

THE Steamship "R. C. RICKMERS" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day. All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on 15th instant, at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned. No Fire Insurance has been effected.

Bills of Lading will be countersigned by NAAMLOOS VERVOORDE & CO. HANDELSMAATSCHAP (LTD.), Agents Rickmers Line. Hongkong, 14th April, 1924. [648]

## NEW ADVERTISEMENTS

## NOTICE.

NOTICE IS HEREBY GIVEN that on APRIL 1st, 1924, I have Bought the Goodwill and Practice of Dr. G. W. McKEAN and that the latter is no longer connected with said Business. (Sd.) DR. RALPH E. GILL, Union Building, Hongkong, 15th April, 1924. [650]

## SOCIETY OF ST. GEORGE, HONGKONG.

IT is proposed to hold

A TIFFIN in the HONGKONG HOTEL on St. George's Day, WEDNESDAY, April 23rd, at 1 p.m. The Price of the Tiffin will be \$2.50 per cover exclusive of Wine. Members wishing to attend are kindly requested to forward their Names to Mr. W. A. DOWLEY, Hongkong Hotel. The List Closes at 4 p.m. on Tuesday, April 22nd. [651]

## A BALL UNDER THE PATRONAGE OF LADY STURGES.

In Aid of ST. DUNSTON'S Will be held at THE CITY HALL on FRIDAY, APRIL 26th, 1924, at 8.15 P.M.

Tickets at \$4.00 each, can be had from—Messrs. S. MOUTRIE, Charter-Road; The ANDERSON MUSIC CO., 100 House St.; The HONGKONG HOTEL; The KOWLOON HOTEL. [646]

## NOTICE OF REMOVAL.

WE beg to Notify the Public of Our REMOVAL, on the 14th APRIL, 1924, into NEW PREMISES situated in the ASIATIC PETROLEUM COMPANY'S BUILDING, 26, Queen's Road Central, HONGKONG & KOWLOON TACICAB CO., LTD. Phone No. C 1036. [676]

## NOTICE.

WE have THIS DAY established Our selves as IMPORT and EXPORT MERCHANTS and COMMISSION AGENTS. BAYER, BITZER & CO., 2nd floor, Queen's Building, Tel. No. 4655, Central. Hongkong, 10th April, 1924. [627]

## NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 427 for 500 shares EVO COTTON MILLS LTD. in the name of Mr. ABRAHAM of Hongkong, together with a duly executed transfer deed purporting to assign the said shares has been Lost. The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip. The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned. ELLIS & CO., No. 23 Lee House Street. [617]

## BILLIARDS CHAMPIONSHIP OF THE COLONY.

FINAL ROUND TO-NIGHT. R. LUZ v. P. YVANOVICH.

Game of 1,000 points: Commencing 6 & 9 a.m. Admission 2.00 and 1.00. Seats can be reserved.

CHALLENGE ROUND on WEDNESDAY, 16th. R. C. WITCHELL, Hon. Secretary. [641]

## HONGKONG BOXING ASSOCIATION.

SIXTH TOURNAMENT OF THE SEASON.

SATURDAY, APRIL 26th, at 9.15 P.M. AT THE THEATRE ROYAL.

MAIN EVENTS: 15 ROUND CONTEST FOR THE HEAVYWEIGHT CHAMPIONSHIP OF THE COLONY AND THE HONGKONG EXCHANGE BROKERS' ASSOCIATION'S BELT. C.P.O. CALLAGHAN v. Bombadier BARTON, Also

ONE BANTAMWEIGHT, TWO WELTERWEIGHT, TWO LIGHTWEIGHT, ONE FEATHERWEIGHT, each of Six Rounds.

BOOKING at MOUTRIE'S: Members on the 24th April, 1924. General Public from the 25th April, 1924.

USUAL PRICES. [640]

## INSURANCE.

A Leading BRITISH INSURANCE COMPANY, transacting Fire, Life, Marine, Accident and Motor Insurance is Open to receive Applications from Leading Firms desirous of representing a Large and Influential Company in Hongkong and South China.

Communications should be addressed to Box No. 541, care of Hongkong Daily Press. [628]

## WANTED.

SECOND HAND PERAMBULATOR in Good Condition. Apply Box No. 636, c/o Hongkong Daily Press. [627]

## INTIMATIONS

## HONGKONG CRICKET CLUB.

## TENNIS TOURNAMENT.

SUBJECT TO Weather and Ground Conditions, it is hoped to carry out the following Programme—

- 1.—THURSDAY, 17th APRIL—No. 188 Kwon and C. Cuo v. R. E. WORTHINGTON and F. A. REDMOND.
- 2.—TUESDAY, 22nd APRIL—Semi-Final DOUBLES (H. D. & C. S. A. & A. BOWMAN).
- 3.—WEDNESDAY, 23rd APRIL—Semi-Final DOUBLES.
- 4.—THURSDAY, 24th APRIL—Semi-Final SINGLES.
- 5.—FRIDAY, 25th APRIL—Semi-Final SINGLES (H. D. BOWMAN v. WINNER No. 188 KWONG and T. HONG).
- 6.—MONDAY, 28th APRIL—Final DOUBLES.
- 7.—WEDNESDAY, 30th APRIL—Final SINGLES.

All the above Matches will be played on the Standard Court. Seats will be reserved for those Matches marked \* (Nos. 1, 2, 3, 4 and 7). Applications for tickets and those holding "Priority Tickets" may book seats at the Pavilion up to 8 p.m. on TUESDAY, 15th APRIL. Booking thereafter will be at Messrs. MOUTRIE & CO. Price—\$1 each. Ticket holders are requested to consult Plan on Back of Tickets. [637]

## THE HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at HUI VALLEY on SATURDAY 19th and MONDAY 21st APRIL, commencing at 3 p.m. each day. The first race will be rung at 2.30 P.M. The Charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price. Members are advised that they must show their Season Tickets to obtain admission to the Members Enclosure. Each member has the right of introducing 2 non-members to the Members Enclosure, tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5 each up to Friday, April 19th. The Stewards invite the ladies of Hongkong to be present. [616]

## SERVICO CONSULAR PORTUGUES.

## NOTIFICATION.

NOTICE IS HEREBY GIVEN that a PUBLIC AUCTION will be held at the Treasury Office on THURSDAY, the 15th MAY, 1924, at 11 a.m. for the sale of the OPIUM MONOPOLY in Macao for a period of three years extending from 1st July, 1924, to 30th June, 1927. Particulars as to the conditions of sale may be seen at the Portuguese Consulate in Hongkong and at this Treasury Office. Dated at the Treasury Office of the Province of Macao the 31st March, 1924. (Sd.) ANTONIO DE MEIRELLES, Director. [618]

## MACAO GOVERNMENT.

## SALE OF ONE MOTOR BOAT AND THE POLICE LAUNCH "ALMIRANTE LACERDA."

NOTICE IS HEREBY GIVEN that on the 15th MAY Next, at 2.30 P.M., WILL BE SOLD at the MACAO NAVAL YARD, the undermentioned Vessels, which are no longer suitable for the Naval service of this Colony. HULL ENGINES AND BOILERS OF THE POLICE LAUNCH "ALMIRANTE LACERDA" with the following characteristics: Hull with Plank, Frames and Keel in Teakwood. Length overall 40'10" — Beam 14'0". Maximum draught 6'3". Engine "Compound" System complete with all Fittings. H.P. Cylinder 11 1/2" L.P. 22 3/16" Stroke 15". Boiler Cylindrical—Length 10'0" Diameter 7'8" Speed 10 knots. Displacements—about 100 Tons. MOTOR-BOAT with 15 B.H.P. Fay and Bowen Engine; Hull in China Pine, Frames in Teak. Dimension: 27'0" x 7'0" x 2'8". Sloop: 8 knots. The above boats can be inspected at the Macao Naval Yard any day and are to be sold under the present conditions. The Tenders for the Boats shall be Sent in to this Office up to the 19th MAY, 1924. The said Tenders must be accompanied by a Remittance of \$500.00 for the Launch "Almirante Lacerda" and \$50.00 for the Motor-boat which will be Returned to Unsuccessful bidders after the Auction. The Balance of the Purchase Money must be paid by the Successful Bidder within 24 hours from the Acceptance, and the Boats removed within 5 days. OTHER MATERIALS considered unsuitable for the same Naval Yard, will be put up to Public Auction on the occasion, and the Removal of the same must be immediately after the Payment. Secção de Administração e Contabilidade do Marinha Colonial em Macao, 5 de Abril de 1924. O Chefe da Secção, CARLOS LUZ, 10th ten. de A.N. [614]

## TO-DAY.

2.30, 5.15, 7.15 AND 9.15 P.M.

## "POOR MEN'S WIVES."

## THE CORONET.

## INTIMATIONS

## DEWAR'S

## The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

## Dewar's "White Label" and "Victoria Vat"

as supplied to the Houses of Lords and Commons. By Royal appointment to His Majesty The King.

## SOLE AGENTS

## A S WATSON &amp; CO., LTD.,

## Wine and Spirit Merchants

ESTABLISHED 1841.

## BIRTH.

MILLINGTON.—At Shanghai, on April 8th, to Mr. and Mrs. F. C. MILLINGTON, a daughter.

## MARRIAGE.

ROSSE-THOMAS.—At Shanghai, on April 10th, DOROTHY JANSSEN THOMAS, eldest daughter of Mrs. H. J. EVERALL and the late H. R. H. THOMAS, to GEORGE MORRISON ROSSE, son of the late Dr. and Mrs. IRVING C. ROSSE, of Washington, D.C.

## DEATHS.

BAILEY.—At Shanghai, on April 8th, DORIS, the beloved daughter of Mr. and Mrs. CHAS. H. BAILEY, age one year and four months. BUCK.—At Shanghai, on April 9th, MORRISON WARD BUCK, of Messrs. Sulzer Bros., aged 43 years. LOPES.—At the Isolation Hospital, Shanghai, on April 10th, EUGENE JOSIE LOPES, aged 47. POATE.—At Stanmore, Middlesex, on April 8th, CHARA GUYILLAN POATE, beloved wife of Mr. W. H. POATE, late of Shanghai.

Hongkong Office: 14, Charter Road. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, APRIL 15TH, 1924.

## THE PIRACY EVIL.

WHEN, in the concluding lines of yesterday's leading article, we rather implied that the views of the Commander-in-Chief of the China Station on the pleading of the Chamber of Commerce for "immediate substantial increase in Naval patrolling" had not been made public, we momentarily forgot an observation made by the Naval Intelligence Officer at the inquiry, less than three weeks ago, into the piracy which occurred on the *Tai Lee* in January last. The Naval Intelligence Officer in a Memorandum which was read by the Coroner, said: "It is the opinion of the Commander-in-Chief that the regulations are sufficient when combined with efficient police measures and reasonable discipline, determination and co-operation on the part of the officers to put a stop to piracy." Another remark made by the Naval Intelligence Officer was that "unless you have good officers in river steamers you will never get regulations carried out." He advised, and the Jury adopted the suggestion, that the steamer's deposit of five thousand dollars as a guarantee that the Piracy

Regulations would be faithfully observed should be forfeited, because the evidence showed that the obligations they imposed had been disregarded, in important respects. "The officers," the Naval Intelligence Officer said, "were neither prepared to resist piracy or mutiny, nor capable of doing so." In the latest piracy, fortunately, though seven persons were wounded on the *Tai Lee*, nobody was killed, and consequently there will be no public inquiry by a Coroner and a Jury into the circumstances, so that the general public must be left to form its own judgment from the published accounts as to whether "reasonable discipline, determination and co-operation on the part of the officers" were shown in the latest attempt to plunder the ship. For ourselves, we see no reason for doubting that on this occasion, the officers showed all the discipline, determination and co-operation that could reasonably be expected from so small a force in the circumstances. But though the designs of the pirates were frustrated, it does not necessarily follow that this single failure, or half a dozen of a like character, will effectually "put a stop to piracy." Only a misadventure of the tide saved the ship from being beached and overrun by the large gang on shore, co-operating with the pirates on the ship. The Colonial Secretary, writing to the Chamber of Commerce last November, said that attacks by persons on board vessels "would obviously not be made while a ship was within sight or earshot of a patrol vessel, but it is clear that on any voyage, however effective the patrol system may be, that there must be many occasions on which there is no patrol vessel near, and at these times the only safeguard against piracy is the efficiency of the internal precautions taken on board." It is for the Authorities to examine the latest piracy in the light of these conclusions. If the internal precautions on this occasion fulfilled the requirements of the Piracy Regulations—which, it appears, they did not in that certain structural provisions for the proper defence of the engine room had not been effected—then we should be driven to the conclusion that there is no other means of stopping piracy by persons travelling on vessels disguised as peaceable passengers than by Naval escorts such as the Officers' Guilds are demanding, and which the authorities yesterday conceded. We cannot be sure, however, even if escorts are provided, that we shall hear the last of such attempts, especially if the Naval escort represents nothing more than an armed launch with perhaps a dozen men on board who might have to encounter a gang of sixty or more armed pirates. But it is the most effective remedy in sight until the British Government adopts the advice tendered to it in a resolution passed at the last Conference of the Associated British Chambers of Commerce of China and of Hongkong, namely "to make immediate arrangements with the Chinese authorities whereby, immediately a piracy is reported, punitive measures may be taken against pirates by the British Navy in the locality where the former have landed." Whenever piracy has occurred on board vessels it has always been in co-operation with gangs on shore, and until the Government of the neighbouring Chinese territory, or the Foreign Powers, take such action as will put a stop to the uses of the territory by gangs of pirates who find a permanent home there, we shall probably never hear the last of these outrages. These gangs must be taught that piracy does not pay. We welcomed the news some days ago that the Canton Commissioner for the Suppression of Piracy razed a pirate lair near Whampoa, shot many pirates who put up a fight, and took captive many others. There is an extensive field for similar operations in the Canton Delta, and we hope to hear of the good work being continued. Meanwhile it would probably serve as a stimulus if the British Authorities put in a claim upon China for the cost incurred in providing escorts for the protection of British ships from plunder in the waters of China, and we hope this may be done.

Dr. G. W. McKean has disposed of his dental practice in Hongkong to Dr. Ralph E. Gill. Quarantine against Hongkong and Canton has been withdrawn by Shanghai with effect from 12th April. Mr. R. J. Birbeck, Headmaster of Wanchai School, returned to the Colony yesterday on the *Patroclus*.

A Ball in aid of St. Dunstan's is announced to be held at the City Hall on Friday, April 25th.

An American traveller now in Shanghai, but bound for Tibet, carries a portable wireless set in his baggage and scouts the idea of difficulties.

It is stated that M. Karakhan has received instructions from Moscow not to reply to the Waichiaoou's last note regarding resumption of negotiations.

An announcement is made in another column that a Tiffin is being arranged for members of St. George's Society at the Hongkong Hotel on St. George's Day.

The total output of the Kailan Mining Administration's mines for the week ending March 29th amounted to 93,194 tons, and the sales during the period to 108,575 tons.

Prof. S. J. Schofield, of the University of British Columbia, at present making a geological survey of the Colony for the Government, will give a series of three popular lectures on geology at the University.

R. A. Boardman formerly Secretary of the Kuala Lumpur Sanitary Board, who was brought back under arrest from Australia some weeks ago has been sentenced at the Assizes at Kuala Lumpur to four months' simple imprisonment on each of three charges of embezzlement, the sentences to run consecutively.

A lot of Crown land situated on Kennedy Road and having an area of about 20,000 square feet was sold at auction yesterday at Voluntary Headquarters for \$32,100 to Mr. Yu Yu Shung. The bidding was exceedingly slow and the price rose mainly by bid of \$100 from \$30,330 to the figure stated.

A bill is to be introduced into the Legislative Council of the Straits Settlements, reducing the retiring age of nursing sisters, lady medical officers, lady teachers and European attendants at the General Hospital and Lunatic Asylum, Singapore, to 45. A minor object of the bill is to provide for compulsory retirement of European attendants at 50.

The record of Lieut.-Col. C. Russell-Brown, R.E., who has succeeded Col. G. W. Davy as Chief Engineer to the Forces in China is given in a Service paper as follows:—He was employed with the Anglo-Portuguese Boundary Commission, East Africa, in 1898-99, was assistant instructor at the School of Military Engineering, 1901-05; and professor of engineering at the Royal Military College, Canada, 1906-10. In the South African war he was severely wounded. He received the D.S.O. for his services in the late war. Before leaving for Hongkong Lieut.-Col. Russell-Brown was stationed at York for some time.

Two Siamese employes of the Hongkong and Shanghai Bank at Bangkok are undergoing trial on charges of forgery—firstly, with obtaining a cheque book by means of a forged application, and with obtaining at various times, from the Wild Tiger Corps account, the sums of Tes. 9,400, Tes. 8,500, and Tes. 14,700 by means of forged cheques; secondly, with forging a cheque in the name of Phya Bhaiboon and thereby obtaining Tes. 32,000; thirdly, with altering a paying-in slip to read Tes. 3,120 and not Tes. 126; and, fourthly, with obtaining a draft under a forged application for \$30,000 on Penang (payment on which was stopped by wire). W. H. Berlandier, who is a French subject, formerly employed by the Bank, is also alleged to be concerned in the charges and will be tried by the French Consular Court.

## OBITUARY.

## MAJOR M. W. BUCK.

Shanghai papers record with deep regret the death of Major M. W. Buck, R.E. (T.), who passed away last week in the General Hospital at the early age of 43. He died of peritonitis following an operation. Major Buck (then a Captain in the Territorials) came to the Far East, to Hongkong, first in 1912 for the firm of Siemens & Co. He was an electrical engineer. On the outbreak of war he was called up to the Royal Engineers in Hongkong where he served all through the war and was one of the most popular officers in the garrison. After the war he joined the China Mutual Trading Co. as a director, which company had to close in consequence of the collapse following the short post-war boom. In March, 1922, he had been acting manager for the last six months. He was a Lieutenant in the Maritime Company, S.V.C., a Past Freemason of high rank, a Past Master of Victoria Lodge, Hongkong, and of Cosmopolitan Lodge in Shanghai, and D.G.J.W. of the District Grand Lodge of Scottish Freemasonry in North China. Major Buck, says the *N.C. Daily News*, was one whom everybody that knew him most deservedly liked and his death will be deplored by many friends.



## CABLES.

[LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]ARCHBISHOP CIEPLAK IN  
WARSAW.  
SPLENDID RECEPTION BY  
POPULACE.

WARSAW, April 14th.

Archbishop Cieplak arrived from Riga. His unimpaired features testify to the privations he underwent during his imprisonment.

On arrival, he was greeted by a number of ecclesiastical dignitaries, including Monsignor Lauri, Papal Nuncio, and representatives of many Polish societies. Huge crowds held up the traffic. While enthusiasts embraced the horses from the Archbishop's carriage and dragged it to the Cardinal's residence.

Archbishop Cieplak states that en route from Riga he was kept ten days at the Cheka headquarters, where he was photographed a dozen times for an unknown purpose. He was then taken to Seiwierz, on the Latvian frontier and told to leave Russia immediately. He was penniless and borrowed money from Latvian railwaymen to take him to Riga.

[A cable message from Rome, dated March 21st, stated that the Vatican had been informed that Archbishop Cieplak, whom the Soviet had released from prison, had departed for Rome.]

SOVIET MISSION IN LONDON.  
CONFERENCE AT FOREIGN OFFICE.

LONDON, April 13th.

The Russian mission, numbering about twenty and including eleven delegates, headed by M. Bakowsky, arrived in taxi cabs at the Foreign Office this morning. They were closely followed by an escort of detectives.

The weather was cold and wet, all the members of the mission being muffled in overcoats, with the exception of the Turkish Commissary, who was resplendent in crimson and white robes with a turban.

Mr. Macdonald presided at the conference, which was held in the Secretary of State's room. About twenty British representatives from the Foreign Office and Board of Trade were present. The proceedings were private, but the speeches will be published.

## REPUBLIC FOR GREECE.

[PHEBUSITE RESULTS.]

ATHENS, April 13th.

A semi-official message states that the returns for the plebiscite, up to the present, show a 75 per cent. majority in favour of a Republic.

BRITISH WORLD FLIGHT.  
ATTEMPTS TO RE-FIT STRANDED  
AIR-BOAT.

LONDON, April 13th.

A message from Corfu, dated April 13th, says that the new engine for the British world flight air-boat is arriving to-morrow.

The air-boat is lying on the beach between the lake and the sea. An attempt to tow the air-boat to Corfu made by Greek and British destroyers was unsuccessful, owing to the strong surf.

A British destroyer will make a last attempt to tow the aircraft to-day. Simultaneously, a party of sailors will be sent overland with gear to fit up the engine on the spot; if the towing proves unsuccessful.

## RUSSIA'S TRADE.

BIG FALL IN RETURNS LAST  
MONTH.

RIGA, April 13th.

A message from Moscow states that the figures of the trade turnover in March decreased by 30 per cent. compared with February. A section of the Press regards the depression as temporary but that the *Ekonomic Hukajajin* considers that it will be lasting.

## EARLIER CABLES.

MR. WINSTON CHURCHILL  
TO ADDRESS A CONSERVATIVE  
MEETING.

LONDON, April 13th.

Mr. Winston Churchill has accepted an invitation from Sir Archibald Salvidge, one of the stalwarts of Conservatism in Lancashire, on behalf of the Working Men's Conservative Association and Women's Unionist Federation, to address a political meeting early in May.

RUSSIA'S CREDIT IN  
BRITAIN.BANKERS SUGGEST WAYS OF  
RESTORATION.

LONDON, April 13th.

The leading London bankers have forwarded a Memorandum to Mr. Ramsay MacDonald suggesting steps whereby Russia's credit in Great Britain may be restored.

The opinion is expressed that recognition of public and private debts should be made; that private property of foreigners should be restored; the sanctity of private contract be re-established; that Russia should guarantee that private property heretofore should be freed from the danger of confiscation; that British bankers and industrialists and traders should be enabled to deal without Government interference with similar private institutions in Russia; and that the Russian Government should abandon propaganda against other countries and institutions.

The Memorandum disputes the view, supposed to be entertained by the Russian Government, that upon a settlement, very large amounts would be immediately available from any source, and it points out that investors will only supply money where the conditions appear safest and when full confidence is again created.

As regards the numerous fields for investment of permanent capital, the Memorandum shows that Great Britain during the past three years has, on an average, lent within the British Empire £80,000,000 annually, whereas the total available to lend throughout the world last year was £97,000,000.

The Memorandum declares that banking credits are bound to remain limited while foreign traders are subject to Russian Government control.

## THE "MORNING POST."

LADY BATHURST RELINQUISHES  
CONTROL.

LONDON, April 13th.

On the score of heavy taxation, the Countess Bathurst announces that she has relinquished control of the *Morning Post* to a body of Conservatives, with whom the Duke of Northumberland is associated.

Countess Bathurst states that the paper's past traditions and policy will be preserved.

THE "MAURETANIA" IN  
HEAVY WEATHER.56 HOURS FROM SOUTHAMPTON  
TO CHERBOURG.

CHERBOURG, April 13th.

Anxiety regarding the *Mauretania*, which left Southampton on Friday morning, to get repairs done here which could not be carried out in England, owing to the strike, has been relieved.

The *Mauretania* arrived after a stormy voyage occupying fifty-six hours.

THE UNSANCTIONED INDIAN  
SALT TAX.

LAHORE, April 13th.

The serious effect of the Assembly's failure to sanction the salt tax of two rupees is reflected in the upsetting of the financial programmes of the provincial governments concerned. The Punjab Government, anticipating a reduction of its contribution to the Central Government, only proposed to levy 20 lakhs of fresh taxation. This is now inadequate, and, therefore, it has decided to increase the water rate in order to secure 75 lakhs annually, but as the spring crop is already down this year the yield this year will be only 25 lakhs from the winter crop. The Punjab Government hope to carry on in the current year with the help of the Government of India. It will have sufficient funds from next year.

## LATEST CABLES.

## OBITUARY.

## PRINCE ROLAND BONAPARTE.

PARIS, April 13th.

The death is announced of H.I.H. Prince Roland Bonaparte.

[The late Prince Roland Bonaparte was a son of Prince Pierre-Napoleon, who was 3rd son of Prince Lucien, a son of Napoleon I, and Mlle. Ruffin. Educated at Lyons, St. Louis and St. Cyr, Prince Roland was made Hon. D.Sc. Upsala and Cambridge. He was twice President of the French Geographical Society, being much interested in travel and scientific research, and was a prolific author of books of travel and science. Deceased was in his 66th year.]

FAR EASTERN CABLE  
NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN'S NOTE TO AMERICA ON  
IMMIGRATION.BELIEF THAT JAPAN CONTEMPLATES  
REPRISALS.

LONDON, April 14th.

The *Morning Post's* Washington correspondent, cabling concerning the Japanese Note, says rarely has a great Power sent another such a stiff Note. He points out that Mr. Hughes sympathises with the Japanese position and has previously urged the House to expunge the obnoxious provision. He declares that many Senators see the impolicy of needlessly irritating Japan and do not take Mr. Hanbura's warning lightly, but the California Senators are rabid on the subject, and have the support of other Pacific Coast Senators who say nothing is to be feared.

The correspondent states that the belief prevails that Japan will institute reprisals which will not only disturb commercial relations between Japan and America but will have a serious bearing on the entire commercial and political relations of the Far East.

(BY COURTESY OF THE "DAILY BULLETIN.")

## THE SUNKEN SUBMARINE 43.

Tokyo, April 13th.

Submarine 43, which sank on March 15th, has been towed into Sasebo Harbour, where the work of raising the vessel will be rendered easier.

## SHANGHAI SPRING RACES.

CONSIDERABLY REDUCED  
ENTRIES.

The race book for the Spring Meeting of the Shanghai Race Club will be very much smaller this year than it was in 1923. There has been a remarkable falling off in entries, there being only half as many in several races as there were last spring. However, says the *N.C. Daily News*, this should not make a great deal of difference to the fields, for whether there are 82 entries for a single event, as there were for the Pouter Cup last year, or 32, which is the biggest entry this time, in the same race, it will be as difficult to find more than about a score of jockeys. Reduced numbers do not mean a lack of quality for the griffins are counted very good this time and all the best of the old ponies again are entered. The difference in numbers probably is due to the fact that, instead of coming down more or less in one mob, the griffins have been brought down in batches and the later arrivals or those markedly behind in condition necessarily have had to be held over.

## LIBRARY FOR PEKING.

PRESIDENT'S PERSONAL DONATION  
OF \$500,000.

A Presidential Mandate was issued on the 4th inst. according to Chinese reports, urging the establishment of a modern and fully equipped public library in Peking.

In the mandate it is pointed out that the Japanese are about to return a large portion of their Boxer indemnity for cultural purposes, and that in order to show that China is herself advancing in a cultural way and is entitled to assistance of this kind, it is urged that a special building be provided to house the books and manuscripts.

At present the Ministry of Education maintains a library but it is not properly housed and is not as systematically handled as it would be in better and larger quarters. The President is reported to have agreed to give a personal donation of \$500,000 to help provide a proper building.

## LATEST CABLES.

## CHESS TOURNAMENT.

NEW YORK, April 13th.

The leading scores at the end of the nineteenth round of the Chess Tournament are—

Dr. Lasker ..... 13 points.  
Capablanca ..... 12  
Alekhine ..... 11  
Marshall ..... 9  
Reti ..... 9  
Yates, who defeated Reti brilliantly, is ninth with 6.

New York, April 13th.  
In the twentieth round, Edward Lasker beat Reti and Dr. Lasker beat Maroczy. Capablanca drew with Yates and Alekhine drew with Marshall.

DR. LASKER ALMOST CERTAIN  
TO WIN.

By defeating Maroczy, whilst Capablanca only drew with Yates, Dr. Lasker practically made certain of winning the first prize in the Chess Tournament. In order to win the first prize Capablanca must win and Lasker lose both their remaining games.

Edward Lasker by surprisingly defeating Reti took fourth place. Reti is now fifth.

## U.S. WORLD FLIGHT.

## AIRMEN IN ALASKA.

CORDOVA, Alaska, April 13th.

The American world fliers have arrived safely at Seward, Alaska, from Sitka.

## KOWLOON MAGISTRACY.

MR. E. W. HAMILTON'S FIRST DAY  
AT YAMMUTI COURT.

## SIR C. SEVERN ATTENDS OPENING.

The Kowloon Magistracy was formally inaugurated yesterday, when the Magistrate (Mr. E. W. Hamilton) took his seat on the Bench at the new Court-house at Yammuti, and declared the Court officially opened.

Punctually at 10 a.m. His Worship appeared and took his seat. He was accompanied by Sir Claud Severn, K.B.E., Colonial Secretary, who also for a short while took a seat on the Bench.

Mr. P. P. J. Wadehouse, C.I.E., D.S.P., was present in Court, and welcomed the Magistrate on behalf of the Police. He said that the occasion was one of great importance, as the Police on the Kowloon side had been looking forward to a Magistracy of their own. They were grateful to the Government for having provided it.

Mr. E. W. Hamilton thanked Mr. Wadehouse for his welcome, and said that he hoped that the new Court would prove an assistance to the prompt dispatch of local business. He hoped also that it would save the time of the police, whose hard work he was in a better position to realize than many others.

By a happy coincidence, the first case to be heard by Mr. Hamilton was one in which he was enabled to exercise the prerogative of mercy.

A Chinese hawker pleaded guilty to a charge of obstruction in Shanghai Street. He was informed by the Magistrate that, as his was the first case to be heard at the new Magistracy, he (the Magistrate) would discharge him.

At this point Sir Claud Severn left the Court, and His Worship proceeded to deal with the rest of the day's cases.

There was only one case down for hearing in the afternoon, that of a Chinese woman charged with being in the possession of lottery tickets. Mr. D'Almeida Remedios defended. A Chinese plain-clothes policeman told how, acting on information received, he stopped the woman in the street, and asked her if she was in possession of lottery tickets. She denied it, and he arrested her and took her to the police station. There she produced the tickets without being asked for them. She was then searched by the woman searcher, but no other tickets were found.

The woman's defence was that she met a female acquaintance who asked her to take care of the tickets for her; and she agreed, not knowing what they were. In reply to His Worship she said she had known the other woman for three years, but did not know where she lived.

His Worship decided to convict, and Mr. D'Almeida Remedios pleaded for lenience, as the woman was married and had a three-month-old baby. The Magistrate imposed a fine of \$50, or a month's imprisonment in default. The amount of the fine was considerably less than the sum which defendant had deposited as bail.

## THE LINCHENG OUTRAGE.

## BILL FOR DAMAGES PRESENTED.

## CLAIMS OF SIX NATIONS.

The Chinese Government has been presented by the Diplomatic Corps with a bill for \$354,220 in respect of the claims for the victims of the bandit hold up of the Blue Express at Lincheng, on May 6th, last year. Six nationalities are represented in these claims. The American claim is the largest, due to the fact that more citizens of the United States were captured by the Shantung outlaws.

Two classes of claims are set forth in the Note of the Diplomatic Corps of August 10th, 1923, are covered by this bill, namely A and B.

Class A claims comprise "Compensation for loss of baggage and objects which were either stolen or lost at the time of the attack on the train and for medical attention rendered to the prisoners during the period of detention."

Class B claims according to the Note, are "Compensation for loss of life and liberty and for suffering and indignities undergone by a foreign traveller while in the hands of the brigands: \$20,000 for the foreign traveller who was killed on May 6th at the time of the attack on the train by the brigands."

The claims arranged according to nationality and in A and B classification are as follows:—

United States of America: A \$91,359; B \$32,250; Total \$123,609.  
Denmark: A \$6,298; B \$500; Total \$6,798.  
France: A \$14,147; B \$11,000; Total \$25,147.  
Great Britain: A \$13,352; B \$52,700; Total \$66,052.  
Italy: A \$63,340; B \$7,500; Total \$70,840.  
Mexico: A \$4,543; B \$7,200; Total \$11,743.

The total A Class claims is therefore \$223,070 and the B Class claims \$131,150. Returning to the Note of August 10th, 1923, the Diplomatic Corps under B classification specified that the following schedule would be followed:—

\$500 per person per day for the first three days of detention, namely May 6th, 7th and 8th.  
\$100 per person per day during the week commencing May 9th.  
\$150 per person per day during the week commencing May 10th.  
\$200 per person per day during the week commencing May 23rd.  
\$250 per person per day during the week commencing May 30th.  
\$500 per person per day during the week commencing June 6th.

The \$20,000 provided for the death of the foreigner in B Classification, is included in the British claim above.

The above Note also provided for Class C claims covering funds expended in giving relief to the prisoners. Different American interests were the only ones who undertook such work and they refused to make claim, hence there were none presented in the Note presented to the Chinese Government on the 2nd inst.

(Continued at foot of next column.)

## SCOTTISH LETTER.

PRINCE OF SCOTLAND AND ROYAL  
TITLES.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 31st.

The suggestion of the "review" of the title Prince of Scotland continues a subject of discussion North of the Tweed, but it cannot be said to have aroused much enthusiasm. Now that the title of "Prince of Ireland" is discovered to be another right of the Prince, most people are inclined to think that the controversy should be quietly dropped. It is becoming too complicated. We Scottish people indeed are quite pleased with the Prince as he is and with his title; it would make no real difference to us whether we toasted him as of Wales or of Scotland. Affection does not need these artificial aids; it is personality that counts. Another point is current to the effect that Prince Henry may be created Duke of Edinburgh.

It is rather curious that the title of Prince should be so highly regarded in this country and is kept exclusively for royal personages, whereas in Latin countries, and in Germany a Prince is of rank inferior to a Duke. Going back to origins, a Prince is small alongside a Duke. You will remember in Thackeray's "Newcomers" that when the Princess de Montecourt (née Miss Higgs of Manchester) became by succession a Duchess d'Ivry she declined to "descend" from being a Princess to become a Duchess. She was quite wrong, except perhaps in the social atmosphere of Manchester. Even in Britain the inferior status of a Prince is recognized when a royal personage is created a Duke—for instance, we have the Duke of York and the Duke of Connaught. In Scotland, the Prince is always toasted as Duke of Rothesay, and in Western Dutchy as the Duke of Cornwall. In the ear of a Frenchman the title Prince is inferior to that of Duke. The small fry of the French royal family might call themselves princes, but the big fish were Dukes, and the biggest of all used no titles of nobility—the heir was simply the Dauphin, and the elder brother of the King was "Monsieur, tout court."

I had an interesting experience some dozen years ago which showed the French indifference to titles of nobility and the British worship of them. I was staying in a small French hotel, and after lunch one day in walked the late Duke of Argyll. "Hallo," he said to me, "what are you doing here?" I explained, assured him of a decent meal, and then made my farewells. I had met him several times before. Word spread among the British visitors that a real live Duke was lunching in the hotel, and they clustered round the door just to look at him. The French *patron* and her daughter, simple peasants, who had dressed him simply as "Monsieur," which must have pleased him. When he had fed and gone I found myself an object of envy and almost worship among my fellow-guests because I actually "knew a Duke."

## WALLACE AND WESTMINSTER HALL.

Among the reconciliations of history there is none more dramatic, and certainly none more appropriate, than the coming to the fore of Sir William Wallace in Westminister Hall. More than six centuries since he stood before the King of England and bore himself undauntedly in ancient judgment seat of the Kings of England and bore himself undauntedly in presence of Judges who had been appointed not to try but to condemn him. Edward I. had spared no effort to secure his capture, and the large rewards given to those who betrayed and took him prisoner are still on record. While he was being carried to London, special arrangements were made for bringing him to trial without delay, and preparations for his execution seem to have been made contemptuously with those for his trial. It is poranceously with those for his trial, and it is all very long ago, but loyalty and courage never become antiquated, and still stir the blood to read of the chaplet of laurel leaves with which they crowned him a martyr to the sacred cause of freedom. The indictment which was read was largely a true bill. When Edward I. conquered Scotland, Wallace had raised an army, had recovered Scottish castles and strongholds, had defeated an English force, had governed Scotland, had league with France, had ravaged the northern counties of England, and on his defeat by Edward, had refused to accept the English King's terms of peace of Scottish independence. For these things, six hundred years ago, he was condemned to die which, since then, has done perhaps more than any other for the cause of liberty. It is strange that so many years should have passed before placing an inscription in honour of Wallace on the floor of Westminister Hall, for Wallace is the national hero of Scotland. He is the greatest and purest patriot. When Fort-guio, and so successful was the experiment that haggis is to be one of the standing dishes every Tuesday evening in future. This is the second discussion in which the influx of Scottish Socialists have made gastronomic history at Westminister. Last year it was a "haggis" brand soaked in hot milk, and this intriguing dish is still available for late suppers, or, if occasion demands, for early breakfasts.

## HAMELY FARE.

One evening last week some Labour members who were disgruntled by the proceedings in Parliament found unexpected solace in the dining room. The caterer of the House of Commons, with a flash of insight, had put haggis in the menu. In the London Press recently a Sassanach alleged that Scotsmen never eat haggis. That man should have seen what happened at Westminister. A crowd of Scotsmen consumed the "Great Chieftain" with gusto, and so successful was the experiment that haggis is to be one of the standing dishes every Tuesday evening in future. This is the second discussion in which the influx of Scottish Socialists have made gastronomic history at Westminister. Last year it was a "haggis" brand soaked in hot milk, and this intriguing dish is still available for late suppers, or, if occasion demands, for early breakfasts.

## ON AIR.

What the blazes is the use of voting for a Liberal if, when he goes to Parliament, he sells the fort—Duke of Atholl.

The English are a nation ten times as numerous as the Scotch, and it is a mere matter of mathematics that it might be demonstrated that more English poets have existed than Scottish poets. Presumably, however, the Scotch have produced not merely more poets, but more leaders in thought of every branch than the English—Ward Muir.

"Heaven seems very little improvement on Glasgow," a good Glasgow man is said to have murmured, after death, to a friend who had predeceased him. "Man, this is no Heaven," the other replied. C. E. Montague in "The Right Place."

(Continued on next column.)

The Diplomatic Corps in their Note of last August reserved to the individual nations the right to present national claims on behalf of their nationals who suffered things as bodily injury, permanent disability, loss of wages, loss of earning capacity and the like. That is not made part of the account just rendered.

military ambitions he had withstood. He represented the ideals which have long ago united his own people and these who were then his people's enemies in service for mankind. If his greatness is not even yet fully appreciated in England, it is because distance of time has obscured his story and his achievement.

## SCOTS PEER'S REMINISCENCES.

Lord and Lady Aberdeen have for some time been engaged writing their reminiscences. The task is understood, is now practically completed, and the book will be issued in the course of the spring publishing season. The earlier part is a collaboration, but in the later stages separate sections have been written by the authors.

## SCOTLAND CHANGING HANDS.

The Duke of Sutherland is the latest of the large landowners of the country to put landowning on a new basis. It is announced that a Joint Stock Company, the Sutherland Estate Private Company for the management and improvement of landed estates, Capital £100,000 in 21 shares. The past dozen years have witnessed a mighty upheaval. In Central Scotland, for example, the great Breadalban estates have been broken up. Many other landlords throughout the country have taken advantage of the opportunity to form their estates into Joint Stock Companies, so as to obtain certain benefits in regard to Income Tax and Death Duties. And, apart from all these, many of the smaller estates have been sold in recent years, and names which were household words in the countryside have utterly disappeared from the lists of landowners.

## A FAMOUS CLIPPER CRUISE.

Memories of the old wind-jammer days are recalled by the death in Dundee at the age of 92, of Capt. John McKay, a veteran son of the sea, whose proud claim was that of having commanded a ship which beat the famous ten clipper *Cutty Sark* both to and from Sydney, New South Wales. Capt. McKay was at that time in command of the Aberdeen clipper *Ann Duthie*, a full-rigged ship of about 1,000 tons. She was bigger than the *Cutty*, but could go like the wind in a good gale. The first race was on the homeward journey from Australia. The *Cutty Sark*, under Capt. Tipstaff, loaded at Newcastle, New South Wales, while the *Ann Duthie* loaded at Sydney. Both left the same day, but Capt. McKay arrived in London about eight days ahead of his rival. The return voyage was more exciting. Both ships left London at the same time, and spoke to each other on four occasions during the voyage. For days at a stretch they lost sight of each other, and then they would come together for a brief spell. On the last occasion they met, both ships had every stitch of sail on. A good deal of chaff and banter passed between the rival captains, and, taking advantage of a good going gale, the *Ann Duthie* shot ahead and made a last good-bye to the *Cutty Sark*, arriving in Sydney two days in advance of her. Capt. McKay's best week's run was 2,200 miles, whilst his four quickest passages to Australia were done in 72, 72, 73, and 74 days.

## OBITUARY.

The death is announced at Dumfries, on February 27th, of Marjorie Struthers, eldest daughter of the Rev. George Douglas, of Manichur, aged 27 years. Suddenly, at Dumfries House, Row, Dumfriesshire, on March 2nd, Mary McAlphine Mauchan, beloved wife of Wm. Russell, Hongkong, and second daughter of the late Mr. and Mrs. A. A. Mauchan, Dumfries.

## EMIGRATION FROM SCOTLAND.

A report, issued by the American Bureau of Immigration for the past six months gives some surprising figures as to the composition of the immigrant current. For the first time in many years the British element has again first place, there having been in six months 145,507 British immigrants, 87,566 Germans, and 49,777 Italians. The most surprising fact of all, however, is the size of the Scottish contingent, 49,706, as compared with 64,962 from England and the Dominions. Apparently in this time Scotland has sent about as many emigrants to the United States as England with her eight times greater population. The great increase in the British emigration is doubtless a consequence of industrial belt in Scotland and the Western Highlands have been heavily hit of recent years.

## HAMELY FARE.

One evening last week some Labour members who were disgruntled by the proceedings in Parliament found unexpected solace in the dining room. The caterer of the House of Commons, with a flash of insight, had put haggis in the menu. In the London Press recently a Sassanach alleged that Scotsmen never eat haggis. That man should have seen what happened at Westminister. A crowd of Scotsmen consumed the "Great Chieftain" with gusto, and so successful was the experiment that haggis is to be one of the standing dishes every Tuesday evening in future. This is the second discussion in which the influx of Scottish Socialists have made gastronomic history at Westminister. Last year it was a "haggis" brand soaked in hot milk, and this intriguing dish is still available for late suppers, or, if occasion demands, for early breakfasts.

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M/S. "Africa"	8th May	—
M/S. "Malaya"	20th May	—
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Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,  
Colombo, Durban and Capetown.

"CHICAGO MARU" ... Wednesday, 22nd Apr.

BOMBAY via Singapore and Colombo. ... Wednesday, 16th Apr.

"SHUNKO MARU" ... Sunday, 20th Apr.

"AMAZON MARU" ... Thursday, 1st May

BANGKOK, SAIGON via SINGAPORE. ... Saturday, 19th Apr.

CALCUTTA via Singapore & Rangoon. ... Saturday, 19th Apr.

"HAGUE MARU" ... Saturday, 19th Apr.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and  
Japan Ports.

"ARABIA MARU" ... Saturday, 17th May

NEW YORK via Japan Ports, San Francisco and Panama. ... Beginning of May.

JAPAN PORTS—Moj, Kobe, Osaka, Yokkaichi and Nagoya.

"ANDES MARU" ... Wednesday, 16th Apr.

"SUMATRA MARU" ... Wednesday, 30th Apr.

KEELUNG via SWATOW & AMOY. ... Sunday, 20th Apr. 11 a.m.

TAKAO via SWATOW & AMOY. ... Sunday, 27th Apr. 11 a.m.

"KOTSU MARU" ... Tuesday, 24th Apr. 10 a.m.

TAKAO & KEELUNG. ... Wednesday, 16th Apr.

For further particulars please apply to

**OSAKA SHOSEN KAISHA**

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### SCOTTISH SPORT.

NECK AND NECK RACE FOR RUGBY  
CHAMPIONSHIP.

SCOTS SUCCESS IN SOCCER.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, March 31st.

As a result of the meeting of Glasgow High School F.P. and Glasgow Academical when the latter won by 19 points to 3, thus reversing the result of the first match early in the season, these two Glasgow clubs are now equal in the Championship table, each with two defeats. Provided the High School can steer clear against Geo. Heriot's F.P. in Edinburgh, the Championship honours will in all probability be shared by the two leading Glasgow clubs, as the remaining fixtures of each do not appear likely to upset the present order. It was unfortunate that the High School should be deprived of the services of A. Brownie after about half an hour's play. The High School captain sustained a broken collar bone in tackling H. F. S. Fraser when the latter was in full cry for the line. Beaten at home early in the season by a goal and two tries to two tries, Edinburgh University turned the tables on the Edinburgh Academicals with something in hand—14 to 4. Although the Royal High School F.P. forwards quite held their own against the Watsonians and their centre three-quarters showed dash on occasion, the superior combination of the Big School's outfields told its tale in the long run, and, after establishing a half-time lead of eight points, they retired easy victors by nineteen points to five. Melrose gave Heriotians a good game, but went down by 3 to 6.

### SCRAPPY SOCCER INTERNATIONAL.

It was a scrappy international between Scotland and Ireland at Glasgow. The home team's success, though deserved, was all of an overwhelming character. Two uninspired forward lines, confronted by sound defences, baffled and tricked by a strong wind, failed to rise superior to the difficulties. Shies were painfully frequent, and the game dragged at times. But in fact the high, icy wind blew the game to bits. The deliberate, constructive play demanded under the circumstances, with a light ball bouncing buoyantly into the wind from a hard ground, made the work of destruction the easier, and that was why the defences came best out of the game. Severe criticism of the poor standard of forward play is therefore directed, but there was one glaring fault too culpable to be overlooked. Both teams were guilty of refusing to chance the long, speculative shot that is so penetrating with such a following wind. It was remarkable how few close chances were conceded by the defences. They could be counted on the fingers of one hand. The back play was the feature of the game. And it was from half back the main spring of Scottish superiority came.

### THE LEAGUE.

In the League, Airdrie defeated Aberdeen both the Edinburgh clubs, Hearts and Hibs, were defeated, and Queen's Park had a win which makes them third from the bottom of the table.

### HOCKEY.

In a hokey international Scotland were beaten by Ireland at Craiglockhart by four goals to two. It must be frankly stated that the Irish team as a whole were considerably superior all round compared to Scotland, especially in splendid combination and speed. There was an understanding among the Irish players which was to a large extent lacking in the Scottish side, while the latter's defence was far too easily drawn.

### MEDITERRANEAN PROBLEM.

The London Daily News Naval Correspondent explaining Italy's naval expansion, states that Italy has planned to build during the next seven years 5 light cruisers, 20 destroyers and 20 submarines. She already possesses, in addition, 5 dreadnoughts and 20 submarines and an exceptionally powerful contingent of fast and heavily armed destroyers which are most suitable for the Mediterranean. Italy at present outnumbers France in this respect. In the meanwhile, Spain claims the right to a largely increased capital tonnage. French experts express their concern at a Naval Entente which is apparently developing between Italy and Spain. They recall that when King Alfonso visited Italy in 1923, the two fleets manoeuvred together. France has massed a greater portion of her fleet in the Mediterranean, including 6 dreadnoughts and 12 other armoured vessels and will soon have also 60 modern destroyers and 70 submarines. It is doubtful if Spain and Italy will be able to wrest the command of the Mediterranean from France, but their strength in destroyers and submarines constitutes a powerful menace to the French African communications and obviously to Britain who has her own communications to defend and cannot be indifferent to the balance of power in the Mediterranean. The British Fleet, based at Malta, is inferior both to Italy and France, consisting of merely 4 battleships, light cruisers and a squadron of destroyer flotillas. Reports from Malta indicate that the fleet will soon be strengthened and it would be superfluous to point out the vast British trade in India, Australia and the Far East traversing the Mediterranean. The Daily News Rome correspondent states that the public of Italy are disposed to regard the new British dispositions as evidence of a plan to completely dominate the Mediterranean. Italy recognises Britain's vital interests there, but questions the necessity for the whole concentration.

Produce! Save! Our whole economic policy lies in those two words.—M. Poincaré.

It should be remembered that if figures cannot lie, bars can figure.—Mr. Arthur Holden (Chartered Accountant).

Preferential trading arrangements with our great Empire overseas will help us, but greater efficiency in all directions is essential.—Lord Paringdon.

### THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG,  
COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED  
FOR EGYPT, MEDITERRANEAN  
AND CONTINENTAL PORTS  
AND LONDON.

### THE Steamship

#### "LAHORE"

carrying His Majesty's Mails, will be despatched from this port at Noon, on WEDNESDAY, the 16th April, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office up to 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—  
**MACKINNON, MACKENZIE & CO.,**  
Agents.  
Hongkong, 10th April, 1924. [620]

### THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDELSBORO, ANTWERP  
LONDON AND STRAITS.

The Steamship "BETVRACKIE"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 1st May, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO., LTD.,**  
Agents.  
Hongkong, 11th April, 1924. [626]

### THE EAST ASIATIC CO., LTD., COPENHAGEN.

#### THE MOTOR SHIP

"CHILE" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th April, 1924, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard and Douglas on the 16th April, 1924, at 10 a.m.

All Claims against the vessel must be presented to the Underwriter before the 21st April, 1924, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
**JOHN MANNERS & CO., LTD.,**  
Agents.  
Hongkong, 11th April, 1924. [624]

OVER HALF A CENTURY REPUTATION FOR  
**DR. LECLERC'S** PILLS FOR  
CURE OF ALL BILIOUS AFFECTIONS  
DR. LECLERC'S PILLS FOR  
CURE OF ALL BILIOUS AFFECTIONS  
DR. LECLERC'S PILLS FOR  
CURE OF ALL BILIOUS AFFECTIONS  
DR. LECLERC'S PILLS FOR  
CURE OF ALL BILIOUS AFFECTIONS

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.		
BANGKOK via SWATOW	... "CHAKSANG"	... Tuesday, 15th Apr., Noon.
TSINGTAO via SWATOW	... "KWONGSANG"	... Wednesday, 16th Apr., 7 a.m.
SEANGHAI	... "LAISANG"	... Thursday, 17th Apr., 4 p.m.
KORE via MOJI	... "CHUNSHANG"	... Friday, 18th Apr., 10 a.m.
BANGKOK via HOIHOW	... "YUENSANG"	... Saturday, 19th Apr., 11 a.m.
MANILA	... "YATSHING"	... Sunday, 20th Apr., 7 a.m.
SHANGHAI via SWATOW	... "CHIFSHING"	... Tuesday, 22nd Apr., Noon.
TIENSIN	... "WINGSANG"	... Wednesday, 23rd Apr., 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	... "MAUSANG"	... Friday, 25th Apr., 1 p.m.
SANDARAN	... "HOSANG"	... Friday, 25th Apr., 7 a.m.
KORE via SHANGHAI	... "TAISANG"	... Friday, 25th Apr., 7 a.m.
SHANGHAI via SWATOW	... "SUISANG"	... Saturday, 26th Apr., 11 a.m.
MANILA via AMOY	... "LEESANG"	... Sunday, 27th Apr., 10 a.m.
HAIPHONG via HOIHOW	... "KUTSANG"	... Tuesday, 29th Apr., 3 p.m.
STRAITS & CALCUTTA		

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SAIING LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Luban, Tawac and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers, fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

"KUTSANG" will be despatched on or about  
Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

**JARDINE, MATHESON & CO., LTD.,**

GENERAL MANAGERS

Telephone No. CENTRAL 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENGARRY"	18th Apr.	"GLENOGLE"	22nd Apr.	Genoa, London, Rotterdam & Hamburg.
"GLENAMOI"	7th May	"GLENGARRY"	7th June	London, Rotterdam & Hamburg.
"GLENAFF"	15th May			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to:—

**JARDINE, MATHESON & CO., LTD.,**

**THE GLEN LINE, LTD., AGENTS.**

Telephones: Central No. 215 sub-ex. 23, and Central 3696.

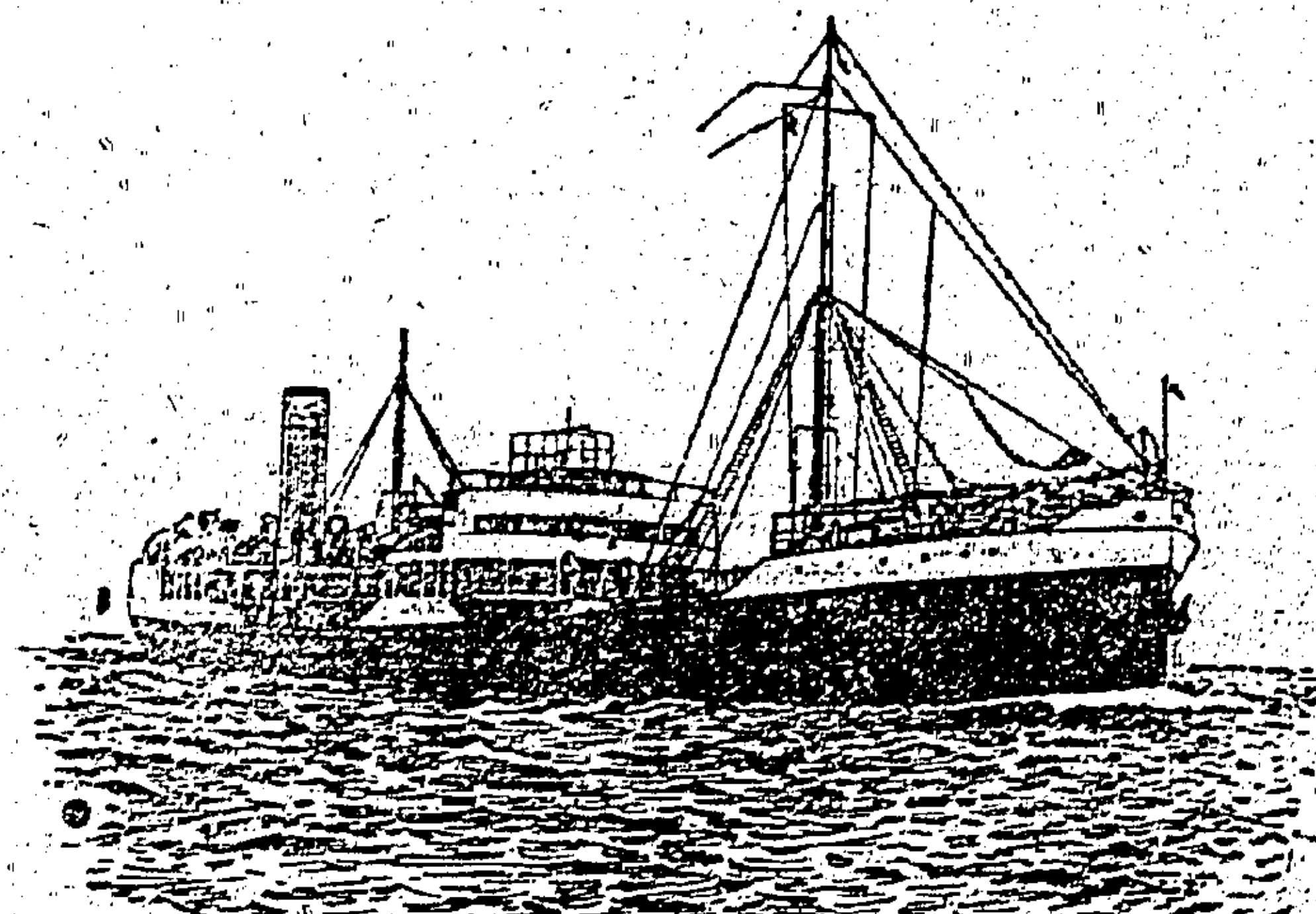
## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Cover Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and  
Brass Founders, Forge Masters, Electricians



### OIL TANK STEAMER "PALUDINA"

427' 0" x 53' 1" x 31' 0" 8,400 tons d.w. x 3,100 R.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order  
of THE ANGLO SAEON PETROLEUM CO., LTD., being one of four similar vessels built to the same order.

Please address enquiries to the Chief Manager:

**R. M. DYER B. Sc., M.L.N.A., Kowloon Dock, Hongkong**



## SHIPPING NEWS

## ARRIVALS

April 13th.

*Choshu Maru*, Japanese str., from Canton, lying at buoy No. C43.

*Helikon*, Norwegian str., 1,191 tons, Capt. R. Johansson, from Bangkok, with a general cargo, lying at buoy No. C45. —Thomson & Co.

*Menik*, Norwegian str., 1,330 tons, Capt. H. Brandt, from Bangkok, with a general cargo, lying at buoy No. C47. —Loe Bing Kee.

*Yan Maru*, Japanese str., 3,511 tons, Capt. T. Horiuchi, from Shanghai, with a general cargo, lying at Kowloon wharf. —W. K. Y.

*Kanung*, Chinese str., 1,536 tons, W. Phipps, from Shanghai, with a general cargo, lying at C.M.S.N. wharf. —C.M.S.N. Co.

*Phra Nung*, British str., 1,022 tons, Capt. H. C. Kiddle, from Saigon, with a general cargo, lying at buoy No. C35. —Chong Yee S. & Co.

*Proper*, Norwegian str., 1,176 tons, Capt. B. Olsen, from Saigon, with rice, lying at Stouckert's. —K. Larsen & Co.

*Shangri*, Chinese str., 1,105 tons, Capt. B. Miyake, from Weihaiwei, with a general cargo, lying at buoy No. C15. —Yue Tai Hong.

*Takuma Maru*, Japanese str., 1,294 tons, Capt. T. Ishigaki, from Hachioji, with a general cargo, lying at buoy No. C12. —Y. K. K.

*Talpa*, British str., 6,151 tons, Capt. J. R. O. Sullivan, from Kobe and Amoy, with a general cargo, lying at Kowloon wharf. —P. & O.

*Tjilhoet*, Dutch str., 2,635 tons, Capt. F. P. Schouten, from Batavia and Cebu, with a general cargo, lying at buoy No. A25. —J. C. J. L.

April 14th.

*Chenau*, British str., 1,234 tons, Capt. R. S. Lewis, from Bangkok, with a general cargo, lying at buoy No. B13. —H. & S.

*Doan Maru*, Japanese str., from Canton, lying at buoy C18.

*Fengler*, Chinese str., 1,240 tons, Capt. T. Moen, from Saigon, with rice, lying at buoy No. C29. —Yue Tai Hong.

*Kant Maru*, Norwegian str., 1,530 tons, Capt. T. Orvig, from Bangkok, with a general cargo, lying at buoy No. B13. —Koon Seng.

*Reckers*, German str., 2,225 tons, Capt. Schwabmann, from Saigon, with a general cargo, lying at Kowloon wharf. —Indictor & Co.

*Sunning*, British str., from Canton, lying at buoy No. B9.

*Tungah*, British str., from Canton, lying at buoy No. B7.

*Van Ortelant*, Dutch str., 2,526 tons, Capt. A. Proker, from Saigon, with a general cargo, lying at buoy No. J.C.J.L.

## CLEARANCES

April 13th.

*Amoy*, for Saigon.

*Bangkok*, for Shanghai.

*Phra Nung*, for Saigon.

*Hydang*, for Saigon.

*Indo*, for Pakhoi.

*Kuehien*, for Canton.

*Lingnan*, for Canton.

*Panchoy*, for Saigon.

*President Jefferson*, for Manila.

*Salehen*, for Ceylon.

April 14th.

*Choshu Maru*, for Shanghai.

*Changchun*, for Swatow.

*Doan Maru*, for Kowloon.

*Fukusei Maru*, for Tamsui.

*Gleason*, for Singapore.

*Hongkong*, for Kowloon.

*Kanung*, for Saigon.

*Kanung*, for Swatow.

*Ming Sang*, for Swatow.

*Namrah*, for Nanchow.

*Nippon*, for Shanghai.

*Phu Sang*, for Hainan.

*Proder*, for Canton.

*Sui Yang*, for Canton.

*Sunning*, for Shanghai.

*Takuma Maru*, for Singapore.

*Tungah*, for Saigon.

*Yungchow*, for Amoy.

## PASSENGERS

Per *S. S. Maru* on April 13th: Mr. Mathews.

Per *B. L. S. Tamsui*, on April 13th: Mr. J. C. Chien, Mr. R. and Mrs. Goatcher, Mr. H. and Mrs. Reynolds, Mr. H. F. Huron, Mr. M. D. Mohita, Mr. M. J. and Mrs. Doshi.

Per *S. S. Tamsui*, on April 14th: Mr. E. J. Bishop, Mr. A. L. Bart, Miss I. C. and Mrs. E. L. Gray, Mr. and Mrs. J. W. Lechar, Mr. H. D. Orr, Mr. and Mrs. A. Pegu, Mrs. L. Parker, Mr. J. Ross and Mr. P. E. Williams.

## SHIPPING MOVEMENTS

The *R.M.S. Empress of Russia* arrived at Yokohama on April 11th at 10 a.m., left on April 12th, and is due at Vancouver on April 21st.

The *S. S. Algonquin* (Blue Funnel Line), for Genoa, Marseilles, Liverpool and Glasgow, left Shanghai on the 12th inst. for this port, and is due here on the 15th inst. She will be despatched at noon on the 16th inst.

The *P. & O. Co.'s s.s. Nellore* left Shanghai for this port on the 13th inst. at 10 a.m., and is due here to-morrow (16th inst.), at about 8 a.m.

The *P. & O. Co.'s s.s. Plassy* left Singapore for this port on the 13th inst. at 5 p.m., with the outward English mail, as due here on Friday (16th inst.), at about 5 a.m.

A wireless message received yesterday afternoon, states that the *s.s. Adolf Von Haefer* will arrive to-day (Tuesday), at 6 p.m.

The *Dollar Steamship President Harris*, which is due at this port on May 25th, sailed from New York at 4 p.m. on April 3rd, on schedule.

## SHIPPING NOTES

The *s.s. Helikon*, a Norwegian vessel, from Bangkok reports sighting a dismasted junk in Lat. (N.) 20.51; and Long. (E.) 113.24.

## VESSELS EXPECTED

*Adolf Von Haefer* (Hugo Stinnes), due to-day.

*Anders Maru* (O.S.K.), due to-day.

*Anders Maru* (M.M.), due April 30th.

*Empress of Asia* (Blue Funnel), due May 2nd.

*Empress of Asia* (Blue Funnel), due May 13th.

*Empress of Asia* (N.Y.K.), due April 17th.

*Empress of Asia* (Blue Funnel), due April 18th.

*Paul Leat* (M.M.), due April 21st.

*President Grant* (Admiral Oriental), due April 23rd.

*President Jefferson* (Admiral Oriental), due April 25th.

*President Polk* (Dollar), due April 25th.

*Shunko Maru* (O.S.K.), due to-day.

*Shunko Maru* (T.K.K.), due April 19th.

*Thetis* (Blue Funnel), due April 25th.

*Yaguhishi Maru* (N.Y.K.), due to-day.

## BOWEN &amp; CO.

No. 8, Market Road, SHANGHAI.

Member, British Chamber of Commerce (Shanghai), Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

## STEAMSHIP AGENTS AND SUPERVISORS

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

## SAVING OPERATORS, MARINE SURVEILLORS

AGENTS, COAST GUARDS, MARINE SURVEILLORS, FREIGHT BROKERS, METAL MERCHANTS, MACHINERY FOR SALE, New and Old in First Class Condition.

## IMPORTERS AND EXPORTERS, SHIP-BROKERS

(Members, Shanghai Ship-Brokers' Association).

## SOLE AGENTS FOR CHINA

GREEN'S PATENT ANCHORS, SEVEN WATERS & CO. LTD. (Shanghai), High-Class Steel Manufacturers (Tank & Bridge).

Catalogues and Price-Lists on application. (Enquiries Welcome.)

Cable Address: BOWEN, SHANGHAI.

2nd Edition and Improved.

## NOTICE TO CONSIGNEES

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From NEW YORK via MANILA.

## CONSIGNEES per Company's Steamer

## AUTOLYCUS

are hereby notified that the Cargo will be discharged into the Godowns, Kowloon, where it will be at the Consignees' risk and subject to terms and conditions of storage at the wharf.

The Cargo will be ready for delivery from Godowns on and after 11th April.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th April will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 1st May, or they will not be recognised.

No Fire Insurance will be effected.

Butterfield & Swire.

Hongkong, 11th April, 1924. [633]

## NOTICE TO CONSIGNEES

The Steamship "DAORE CASTLE"

From NEW YORK and NEW PORT NEWS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Hongkong, 14th April, 1924. [633]

## WEATHER REPORT

April 14th at 11.05—Pressure has decreased slightly over Indo-China and is nearly stationary elsewhere. Gradients are shallow from Japan to the Yangtze Valley and the Philippines.

A shallow depression is shown over S.W. China.

Longkong rainfall for the 24 hours ending at 18 hours, April 14th, 0.00 inch. Total since January 1st, 8.32 inches, against an average of 8.30 inches.

The forecast for the 24 hours ending at 18 hours, April 15th is as follows:—

District Formosa Channel ... (S.E. or variable winds, moderate to light, fair).

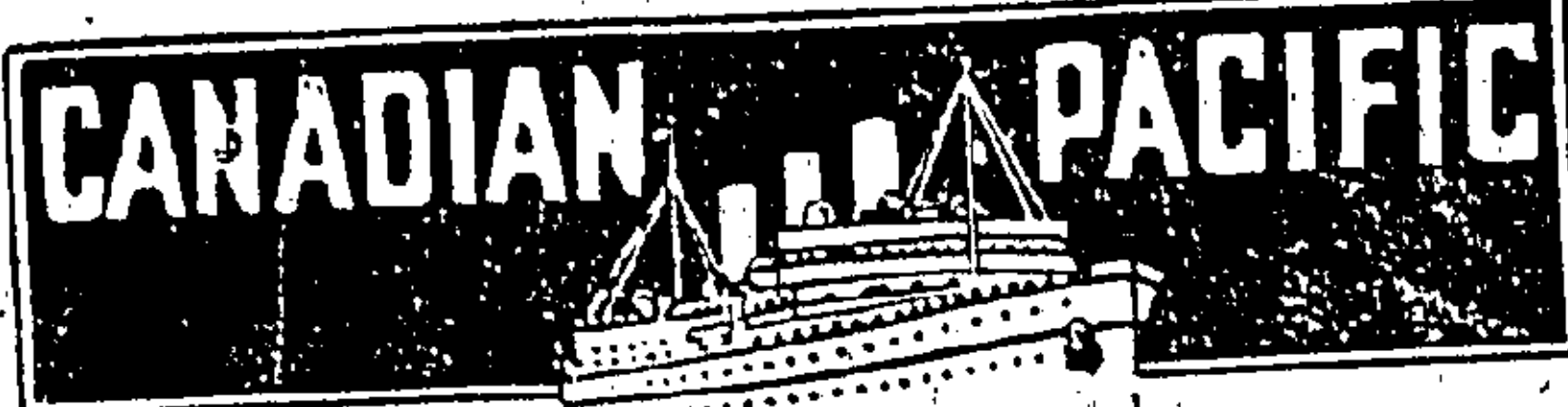
Hongkong to Gap Rock ... do.

South coast of China between Hongkong and Lamooks ... do.

South coast of China between Hongkong and Hainan ... do.

## NOTICE OF REMOVAL

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 15th July, 1923.



## HOME VIA CANADA

Hongkong to England  
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Australia	Apr. 18	May 7	May 14
Empress Asia	May 8	May 26	June 4
Empress Russia	May 29	June 16	June 25
Empress Australia	June 13	June 30	July 8
Empress Asia	July 3	July 21	July 30
		Empress Scotland	Aug. 6

Other Atlantic Sailings: every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.  
Standard Sleeping Cars, Compartments and Drawing Rooms.  
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

## HONGKONG-MANILA SERVICE

From Hongkong	Due Manila	From Manila	Due Hongkong
April 18	May 2	Empress Asia	May 21
May 21	May 28	Empress Russia	May 28
June 21	June 27	Empress Asia	June 28

Passenger Department: Tel. 732. Cable: GACANPAC.  
Freight and Express: Tel. 42. Cable: NAUTILES.

## T. K. K.

THE PATHWAY OF THE SUN  
"Via HONOLULU—The Paradise of the Pacific"

REDUCED FARE TO EUROPE.  
First class throughout. £120. Mono class steamers on the Atlantic. £112-£110.

## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.  
STEAMERS  
SHINYO MARU ... 22,000 tons, Apr. 26th (from S'hai).  
SIBERIA MARU ... 20,000 tons, May 1st, 1924.  
TAIYO MARU ... 22,000 tons, May 20th to Kobe Direct.  
TENYO MARU ... 22,000 tons, May 28th.  
KOREA MARU ... 20,000 tons, June 14th, 1924.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.  
SAN PEDRO, MANZANILLO, BALBOA.  
CALLAO, MOLLEND, ARICA AND IQUIQUE.  
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS  
ANYO MARU ... 18,700 tons, April 24th.  
SEITO MARU ... 14,000 tons, June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.  
For full information regarding Passengers, Freight and Sailings, Apply to:—

Agents at Canton: Messrs. T. E. GRIFFITH.  
Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line  
For MANILA, SINGAPORE, COLOMBO, SUVA, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 17th May  
For SHANGHAI and JAPAN PORTS.  
S.S. "C. LOPEZ Y LOPEZ" ... 25th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stowage and cargo carried. For Freight and/or passage apply to:—

O. D. BARRETO, 28, Central Avenue, B.O. CANTON.  
BOTELHO BROS., Alexandra Building, Hongkong.



## ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER  
THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

Ship	Departure	Arrival
"PRESIDENT JEFFERSON"	Apr. 22nd	Apr. 22nd
"PRESIDENT GRANT"	May 4th	May 4th
"PRESIDENT MADISON"	May 16th	May 16th
"PRESIDENT MCKINLEY"	May 28th	May 28th
"PRESIDENT JACKSON"	June 9th	June 9th

TO EUROPE—£120-£112-£110  
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

Ship	Departure	Arrival
"PRESIDENT GRANT"	Apr. 25th	Apr. 25th
"PRESIDENT MADISON"	May 7th	May 7th
"PRESIDENT MCKINLEY"	May 19th	May 19th

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.  
Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to  
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Hongkong and Shanghai Bank Building (Ground Floor).  
Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

## PACIFIC MAIL

STEAMSHIP COMPANY  
MANAGING AGENTS—UNITED STATES SHIPPING BOARD

## TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO  
SAN FRANCISCO

VIA  
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... May 7th, at 6 p.m.

Sailing and Fares subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF  
£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIZGARA FALLS.

## HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Apr. 27th, at Noon.

## HONGKONG-CALCUTTA

FREIGHT ONLY  
CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILPEN" ... Wednesday, April 16th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—  
PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.  
Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK MASSEY & CO., LTD.



## SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports  
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.  
Through passage rates to Europe via America. G.340/5. G.342/0. G.343/1.

YO MARU ... Thursday, 17th Apr., at 11 a.m.  
SHIMIZU MARU ... Wednesday, 14th May, at 11 a.m.  
MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KAMO MARU ... Sunday, 27th Apr., at 11 p.m.  
KATORI MARU ... Wednesday, 7th May, at 11 a.m.  
HAMBURG via LONDON & ROTTERDAM.

LIONS MARU ... Middle of May  
LIVERPOOL via MARSEILLES & VALENCIA.

TSUSHIMA MARU ... Thursday, 17th Apr.  
SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Friday, 18th Apr., at 11 a.m.  
AKI MARU ... Wednesday, 14th May, at 11 a.m.  
NEW YORK & BOSTON via PANAMA.

TOBA MARU ... Sunday, 4th May  
BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU (calling Delagoa Bay & Port Elizabeth) ... Thursday, 8th May  
BOMBAY via Singapore & Colombo.

MALACCA MARU ... Monday, 28th Apr.  
RANGOON MARU ... Friday, 2nd May  
CALCUTTA via Singapore, Penang & Rangoon.

NEJI MARU ... Wednesday, 16th Apr.  
OSAKA MARU ... Thursday, 8th May  
NAGASAKI, KOBE & YOKOHAMA.

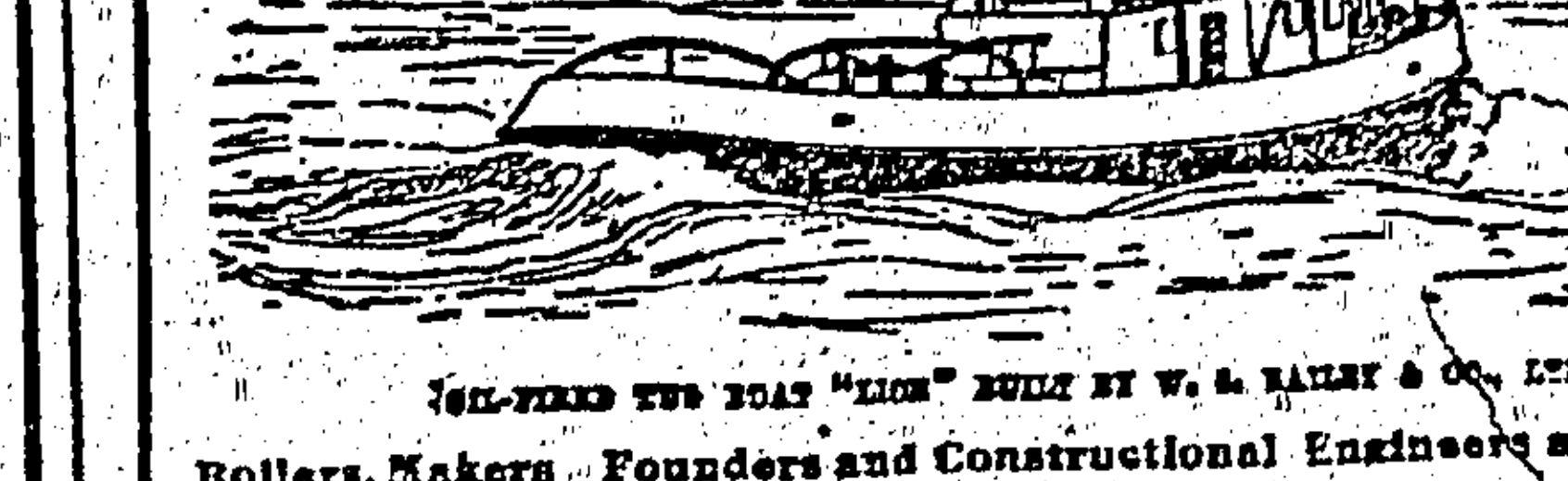
## SHANGHAI, KOBE &amp; YOKOHAMA.

KASHIMA MARU ... Tuesday, 22nd Apr.  
TOYOHASHI MARU ... Wednesday, 16th Apr.  
WAKASA MARU ... Monday, 28th Apr.

For further information, apply to—  
NIPPON YUSEN KAISHA.  
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

## W. S. BAILEY &amp; CO., LTD.

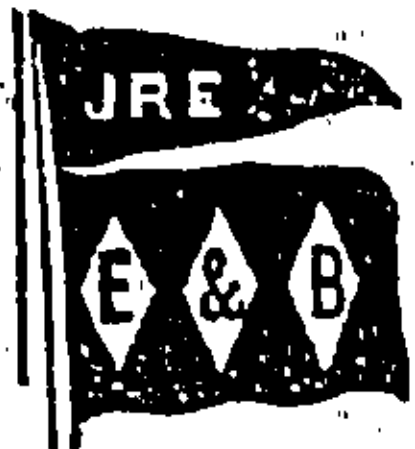
SHIPBUILDERS, MARINE AND LAND ENGINEERS  
Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



100-YARD TUG BOAT "TUG" BUILT BY W. S. BAILEY & CO., LTD.  
Boilers, Makers, Founders and Constructional Engineers and Repairers



ELLERMAN &  
BUCKNALL



STEAMSHIP  
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CAIRO" ... 17th April ... Mars, L'don, R'dam, & Hamburg.  
"CITY OF CHRISTIANIA" ... 24th April ... do.

### PASSENGER SERVICE.

"CITY OF CAIRO" ... 17th April ... Mars, L'don, R'dam, & Hamburg.

### FARES TO LONDON.

Single 1st Class "A" ... 2nd Class "A" ... 3rd Class "A" ...  
Return "A" ... 1st Class "B" ... 2nd Class "B" ... 3rd Class "B" ...

NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—

THE BANK LINE, LTD.  
(Tel. Central 790).

HOLYOAK, MASSEY & Co, Ltd., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

### "BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

### AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

#### Sailings from Hongkong

"KNARESBRO" ... via Suez Canal ... 21st Apr.  
"KEEMUN" ... via Suez Canal ... 1st May.  
"CITY OF ORAN" ... via Suez Canal ... 11th May.  
"OANFA" ... via Suez Canal ... 21st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO, LTD., CANTON.

## M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR ...	...	...	27th April
CHAMBER ...	...	...	11th May
PAUL DECAT ...	20th Mar.	21st Apr.	18th May
ANDRE LEBON ...	27th Mar.	30th Apr.	25th May
AMBOISE ...	10th Apr.	12th May	8th June

### RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... B CLASS (1st Class) ...  
STEAMERS 12nd ... STEAMERS 12nd ...

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

### LIGNE COMMERCIALES (Cargo Boats).

"CAPITAINE FAURE" loading for HAVRE, ANTWERP

& DUNKIRK about the 10th of May.

"COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due

to arrive about the End of April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 2, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

### SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAIHONG" ... Capt. Ellis Walker ... Friday, 18th Apr., at 1 p.m.  
"HAIPOONG" ... Capt. W. S. Turnbull ... Tuesday, 22nd Apr., at 1 p.m.  
"HAI-NING" ... Capt. W. C. Farnmore ... Friday, 25th Apr., at 1 p.m.

\*Calling at Swatow for passengers only.

Arrivals and Departures from the Company's Wharf (near Baka Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## PRINCELINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" ... 22nd April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)  
Telephone: Central 313. St. George's Building.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND.)  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

### PENINSULAR AND ORIENTAL FORTNIGHTLY

### DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,252	18th April, Noon	Singapore & Bombay.
"NELLORE"	5,853	17th April, Noon	(Singapore Penang, Colombo, Port Said, Mars & London)
"CHINA"	7,952	19th April, Noon	Marseilles, London & Antwerp.
"PADUA"	5,907	20th April	Singapore & Bombay.
"SUJUAN"	6,696	22nd April	Singapore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"MIRAPORE"	6,715	7th May	Singapore, Colombo & B'way.
"PLASSY"	7,426	17th May	Mars, London & Antwerp.
"KASHMIR"	8,953	24th May	do.
"SICILIA"	6,813	25th May	Singapore, Penang, Colombo & B'way.
"KALWA"	9,097	31st May	Mars, London & Antwerp.
"KASHGAR"	8,840	14th June	Singapore, Penang, Colombo & B'way.
"SUDAN"	8,896	23rd June	Mars, L'don & Antwerp.
"MOOREA"	10,911	25th June	do.
"KARMALA"	9,098	13th July	Singapore, Penang, Colombo & B'way.
"SICILIA"	6,813	2nd July	Mars, L'don & Antwerp.
"MALWA"	10,911	26th July	do.
"DEVANHA"	8,032	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KEYBER"	9,014	6th Sept.	do.
"KASHMIR-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,953	4th Oct.	do.
"MOOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,840	1st Nov.	Mars, L'don & Antwerp.

### BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	18th April	Singapore, Penang & Colombo.
"JAPAN"	6,052	26th April	do.
"TANDA"	6,958	2nd May	do.
"TAKADA"	6,949	25th May	do.

### EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th Apr.	Manila, Sandakan, Thursday
"MASTERN"	4,000	28th May	Island, Fowesville, Brisbane,
"ARAFURA"	6,000	2nd July	Sydney & Melbourne.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

"PLASSY"	7,426	19th Apr. D.L.	Shanghai, Moji & Kobe.
"NAGPORE"	5,252	1st May	Shanghai & Kobe.
"KALWA"	9,097	2nd May	Shanghai, Moji & Kobe.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,949	5th May	do.
"SICILIA"	6,813	13th May	Shanghai.
"KASHGAR"	8,840	14th May	Shanghai, Moji & Kobe.
"TOULLE"	5,252	20th May	Moji & Kobe.
"MOOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"SUDAN"	8,896	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,911	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,032	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	23rd July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KEYBER"	9,014	6th Aug.	Shanghai, Moji & Kobe.
"KASHMIR-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,953	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

### WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

## Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.  
Coalmine Owners, General Coal Merchant.

### REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

For CANTON SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: 37, Bonham Strand West, Tel. Central No. 155.  
Y. K. MITARAI, Agent.  
Top Floor King's Building, Tel. Central Nos. 140 & 447.

## CHINA NAVIGATION CO., LIMITED.

### SAILINGS SUBJECT TO ALTERATIONS.

Port of Departure	Steamer	Date of Departure	Time
AMOY & SHANGHAI	"YINGCHOW"	On 15th Apr.	D.L.
SWATOW & BANGKOK	"KIANGSU"	On 15th Apr.	4 p.m.
SWATOW, SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"CHUNGKING"	On 15th Apr.	4 p.m.
SHANGHAI	"SHANTUNG"	On 16th Apr.	D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 16th Apr.	4 p.m.
SHANGHAI	"HANYANG"	On 17th Apr.	D.L.
SHANGHAI	"SUZYAN"	On 18th Apr.	D.L.
SHANGHAI	"SZECHUEN"	On 19th Apr.	D.L.
HONGKONG	"CHENAN"	On 19th Apr.	10 a.m.
SHANGHAI & TSINGTAO	"KANCHOW"	On 20th Apr.	D.L.
SWATOW & SHANGHAI	"HUNAN"	On 20th Apr.	4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 22nd Apr.	2 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 23rd Apr.	2 p.m.
HAIPHONG	"YUNNAN"	On 24th Apr.	10 a.m.
TIENTSIN	"HUICHOW"	On 25th Apr.	4 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thais, Is. & Aus. Ports.
"TAIYUAN"	26th April	1st May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.

Telephone No. Central 38.

Agents.

## DODWELL & CO., LTD.

### NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails on or about 6th May.

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

### NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "AUSSA"	...	Sails about 22nd April.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 4th May.
S.S. "SILVIO PELLICO"	...	Sails about 1st June.
S.S. "NIPPON"	...	Sails about 3rd June.
S.S. "ROSANDRA"	...	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	...	Sails about 10th April.
S.S. "FIUME-L"	...	Sails about 6th May.
S.S. "NUMIDIA"	...	Sails about 11th May.
S.S. "AUSSA"	...	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th June.
S.S. "SILVIO PELLICO"	...	Sails about 4th July.
S.S. "NIPPON"	...	Sails about 8th July.
S.S. "ROSANDRA"	...	Sails about 7th August.

\* Cargo only.

### NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

## STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

### EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan"	...	Due Hongkong 15th Apr.
U.S.S. "West Sequana"	...	Leave Hongkong 17th Apr.
U.S.S. "West Sequana"	...	Due Hongkong 26th Apr.
U.S.S. "West Sequana"	...	Leave Hongkong 28th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR BATAVIA, SEMARANG AND SOURABAYA.

U.S.S. "West Faron"	...	Due Hongkong 25th Apr.
U.S.S. "West Faron"	...	Leave Hongkong 26th Apr.

For Full Information,



## POST OFFICE NOTICE.

## EASTER HOLIDAYS.

On Good Friday, the 18th inst., Saturday, the 19th inst., and Easter Monday, the 21st inst., the G.P.O. and the Branch Post Offices will be open as follows:—  
The G.P.O.—18th inst., 8—10 a.m.; 19th, 8—10.30 a.m.; 21st, 8—9 a.m.  
Kowloon Branch—18th inst., 8—9 a.m.; 19th, 8—9.30 a.m.; 21st, 8—9 a.m.  
Sheungwan Branch—8—9 a.m. and 3.30—5 p.m. on each day.  
Vancouver, Sanyingpung, Yungwai, and Shum Shui Po Branches—8—9 a.m. and 4—6 p.m. on each day.  
There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence each day as on Sundays, and also one delivery of registered correspondence at 9 a.m.  
There will be one delivery from the Branch Post Offices each day as noon.  
The Money Order Office will be entirely closed during the holidays.

## INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Kanchow ...	18th April
SHANGHAI ...	Adolf von Bayer ...	18th April
SHANGHAI ...	Nelore ...	18th April
SHANGHAI ...	Lakow ...	18th April
SHANGHAI ...	Yoshino Maru ...	17th April
EUROPE via Suez (Letters and papers)	Flamy ...	18th April
London, 20th Mar. & Parcel 13th Mar.		
AUSTRALIA & MANILA ...	Taiwan ...	23rd April
U.S.A., CANADA, JAPAN & SHANGHAI ...	Pres. Grant ...	23rd April
U.S.A., JAPAN AND SHANGHAI ...	Pres. Cleveland ...	25th April

## OUTWARD MAILS.

FOR	PER	DATE
Hoihow, Quinhon and Tourane ...	Phramang ...	Tuesday, 16th, 8.30 A.M.
Saigon ...	Telemachus ...	10.30 A.M.
Swatow and Bangkok ...	Chokang ...	10.30 A.M.
Manila ...	Pres. Garfield ...	10.30 A.M.
Java via Batavia ...	Tjondari ...	10.30 A.M.
*Manila ...	Tyndarus ...	1.00 P.M.
Swatow and Bangkok ...	Atanas ...	2.30 P.M.
Swatow ...	Changking ...	2.30 P.M.
Shanghai ...	Patroclus ...	2.30 P.M.
Shanghai ...	Chile ...	3.30 P.M.
Shanghai ...	Shantung ...	5.00 P.M.
Shanghai ...	Awong tang ...	5.00 P.M.
Swatow ...	Wong Shek Kung ...	5.00 P.M.
Saigon ...		
Bangkok ...	Banks ...	Wednesday, 16th, 10.30 A.M.
Formosa ...	Busho Maru ...	10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa ...	Lahors ...	10.30 A.M.
Straits and Calcutta ...	Tilma ...	Noon
Wei Hai Wei ...	Kuichow ...	2.30 P.M.
Swatow ...	Hydrangea ...	3.30 P.M.
Swatow, Amoy and Formosa ...	Taiwan Maru ...	Thursday, 17th, 8.30 A.M.
Shanghai Japan & Victoria B.C. due ...	Iyo Maru ...	9.30 A.M.
Victoria B.C. 15th May & EUROPE via Siberia (Correspondence specially superscribed "Via Siberia" only) ...		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 18th May ...	Nelore ...	Thursday, 17th, 9.45 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and ...		
*EUROPE via VANCOUVER, B.C.—due Vancouver, B.C. 7th May ...	Empress of Australia ...	17th, 5.00 P.M.
		Reg. 18th, 9.15 A.M.
		Letters ... 10.00 A.M.
Hoihow and Bangkok ...	Chunwang ...	Friday, 18th, 8.30 A.M.
Manila, Australia, and New Zealand via Thursday Island—due Thursday Island, 29th April ...	Yoshino Maru ...	Registration 8.45 A.M.
		Letters ... 9.30 A.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

SARPEDON ...	22ND APR.	Marseilles, London & Rotterdam
MACHAON ...	28TH APR.	London, Rotterdam & Antwerp
EUMAEUS ...	5TH MAY	London, Rotterdam & Hamburg
HELENUS ...	12TH MAY	London, Rotterdam & Antwerp

## LIVERPOOL SERVICE

ALCINOUS ...	16TH APR.	Genoa, Marseilles, Liverpool & Glasgow
TEUCER ...	1ST MAY	Marseilles, Havre, Liverpool & Glasgow
RHEUS ...	20TH MAY	Genoa, Liverpool & Glasgow

## PACIFIC SERVICE

TYNDAREUS ...	6TH MAY	Victoria, Seattle & Vancouver
PROTESILAUS ...	23RD MAY	

## NEW YORK SERVICE

KEEMUN ...	1ST MAY	via Suez and Boston
OANFA ...	21ST MAY	via Suez and Boston
DIOMED ...	11TH JUNE	via Suez and Boston

## PASSENGER SERVICE

PATROCLUS ...	15TH APR.	for Shanghai
SARPEDON ...	22ND APR.	for Singapore, Marseilles & London
PATROCLUS ...	19TH MAY	for Singapore, Marseilles & London
MENTOR ...	16TH JUNE	for Singapore & London
ANCHISES ...	14TH JULY	for Singapore, Marseilles & London
TEIRESIAS ...	18TH AUG.	for Singapore & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD &amp; SWIRE, AGENTS.

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Should Purchase  
A BOOK FOR THE GLOBE TROTTER  
FROM HONGKONG TO CANTON  
BY THE PEARL RIVER

Captain C. V. LLOYD  
With Illustrations, Maps and Flags.

PRICE \$1.75

On Sale at—  
Hongkong: "Daily Press" Office,  
Messrs. Kelly & Walsh, Ltd.  
Messrs. Brewer & Co.  
Canton: Messrs. A. S. Watson & Co.

## THE CHINESE MERCHANTS

BANK, LTD.

司公限有行銀商華

Head Office: Alexander Building, Charter Road.

GENERAL Banking and Exchange  
Business transacted.  
Loans granted on approved securities.  
Current Accounts opened and Fixed  
Deposits received at Rates which may be ascer-  
tained on application.  
The Bank also conducts a Savings  
Department.

K. C. LAU, Chief Manager.

## COMMERCIAL.

## OPENING QUOTATIONS.

April 14th, 1924.

On LONDON.—	
Telegraphic Transfer ...	3/4 1/2
Bank Bills, on demand ...	2/4 5/16
Bank Bills, at 30 days' sight ...	2/4 5/16
Bank Bills, at 4 months' sight ...	2/4 5/16
Credita, at 4 months' sight ...	2/4 5/16
Documentary Bills, 4 months' sight ...	2/4 5/16
On PARIS.—	
Bank Bills, on demand ...	860
Credita, 4 months' sight ...	960
On NEW YORK.—	
Bank Bills, on demand ...	51 1/2
Credita, at 30 days' sight ...	52 1/2
On BOMBAY.—	
Telegraphic Transfer ...	16 1/2
Bank Bills, on demand ...	16 1/2
On CALCUTTA.—	
Telegraphic Transfer ...	16 1/2
Bank Bills, on demand ...	16 1/2
On SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	nom.
On YOKOHAMA.—On demand ...	123 1/2
On MANILA.—On demand ...	103
On SINGAPORE.—On demand ...	101
On BATAVIA.—On demand ...	130 1/2
On HAIPHONG.—On demand ...	nom.
On SAIGON.—On demand ...	78 1/2
On RANGOON.—On demand ...	8 3/4
Sovereigns, Bank's Buying rate ...	50
GOLD LEAF, 100 fine, per oz. ...	33 1/16
SILVER, per oz. ...	33 1/16

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ...	\$50,000,000
Issued and Fully Paid-up ...	\$20,000,000
Reserve Funds:—	
Sterling ...	\$4,500,000
Silver ...	\$25,000,000
Reserve Liability of Proprietors ...	\$20,000,000

Directors:

D. G. M. BARNARD, Esq.—Chairman.	
W. L. Farnham, Esq.—Deputy Chairman.	
A. H. Compton, Esq.	J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak	N. L. Watson, Esq.
A. O. Lang, Esq.	H. P. White, Esq.
J. A. Plummer, Esq.	G. M. Young, Esq.

Chief Manager:

Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.  
Manager: Shanghai—G. H. STITT, Esq.

## LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
Hongkong, 2nd April, 1924. [27]

## HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.  
For the HONGKONG & SHANGHAI BANKING CORPORATION.  
A. G. STEPHEN, Chief Manager.  
Hongkong, 14th November, 1922. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ...	£2,000,000
Reserve Fund ...	£2,000,000
Reserve Liability of Proprietors ...	£2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.  
A. H. FERGUSON, Manager.  
Hongkong, April 8th, 1924. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1898.

Capital Subscribed ...	Yen 50,000,000
Capital (Paid-up) ...	Yen 25,000,000
Reserve Fund ...	Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:  
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
FORMOSA—Gila, Kagi, Kankou, Keelung, Makung, Nanto, Pimay, Shinchou, Tainan, Tainan, Takow, Tamsui, Tientsin, Akai.  
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.  
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

## LONDON BANKERS: LONDON COUNTRY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, &c.  
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

HONGKONG BRANCH:  
4, Des Voeux Road,  
Hongkong & 16th September, 1923.  
S. KONDOH, Manager.

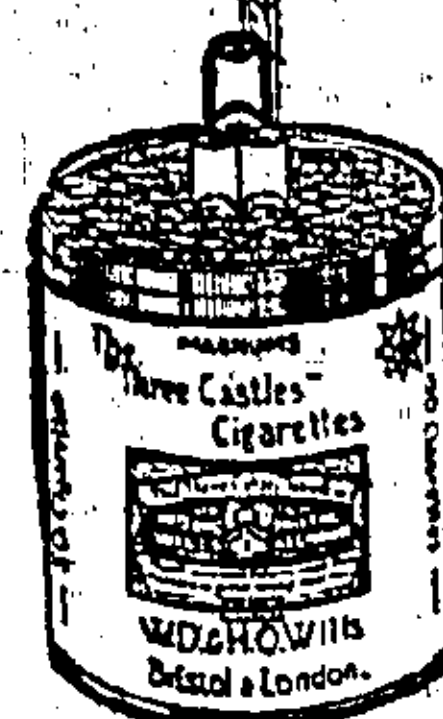


THE TRADE MARK OF A FAMOUS HOUSE

IT IS THE GUARANTEE OF GOOD WORK AND GOOD QUALITY....  
...A QUALITY BEYOND DOUBT OR QUESTION.

THIS MARK IS TO BE FOUND ON EVERY TIN AND PACKET OF

"Three Castles"  
&  
"CAPSTAN"  
CIGARETTES



MADE IN ENGLAND

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ...	£20,000,000
Subscribed Capital ...	£1,000,000
Paid-up Capital ...	£1,000,000
Reserve Fund ...	£1,250,000

## THE BANK OF ENGLAND

MIDLAND BANK, LTD.

BRANCHES:  
Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Siam, Calcutta, Rangoon, Penang, Singapore, Colombo, Karachi, Port Louis, Soerabaya, Delhi, Kota Bharu, (Malacca).

HONGKONG BRANCH:  
Every description of Banking and Exchange Business transacted.  
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.  
N. C. WILSON, Manager.  
7, Queen's Road Central, Hongkong, February 11th, 1924. [32]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 98, Boulevard Haussmann, Paris.

Subscribed Capital ...	Fr. 72,000,000.00
Paid-up Capital ...	Fr. 36,000,000.00
Reserve Fund ...	Fr. 36,000,000.00

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Shanghai, Calcutta, Singapore, Canton, Nankai, Tientsin, Hankow, Peking, Yunnan, Fookien, Pondicherry.

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Societe Generale, Credit Commercial, Credit Industriel et Commercial, Societe Commerciale.

IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co., French-American Banking Corporation, Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.  
Hongkong, 20th March, 1924. [33]

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorized Capital ...	\$10,000,000.00
Paid-up Capital ...	\$5,000,000.00
Reserve Fund ...	\$5,000,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts: Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.	
For 6 " " " " " "	
For 12 " " " " " "	

"KAN TONG PO," Chief Manager.  
Hongkong, March 16th, 1924. [34]

## INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.

BRANCHES:  
Shanghai—41, Kiangse Road.  
Hankow—British Consession.

CORRESPONDENTS IN:  
London, New York, Chicago, San Francisco, Vancouver, B.O., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

## PROMPT SERVICE.

Attractive Rates for all kinds of Deposits.

Enquiries are welcomed. T. H. MAI, Manager.

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia, Kobe, Soerabaya, Rangoon, Bombay, Calcutta, Lyons, San Francisco, Los Angeles, Seattle, Shanghai, Singapore, Siam, Nagasaki, Yokohama, Fukuoka, Osaka, Tientsin, Hankow, Peking, Yunnan, Fookien, Pondicherry.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.  
Hongkong, 17th Sept., 1923. [35]

## NEDELANDSCHE HANDEL MAATSCHAPPIJ.

[NEDERLANDS TRADING SOCIETY.]

BANK.

Established 1824.

Hongkong Branch established 1906.

Authorized Capital Guilders ...	150,000,000
Paid-up Capital ...	80,000,000
Reserve Fund ...	28,888,870
Special Reserves ...	22,660,000

HEAD OFFICE:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandong, Buitenzorg, Calcutta, Cheribon, Djember, Djokjarta, The Hague, Kobe, Kotabradja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tientsin and Weltevreden.

LONDON BANKERS:—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAABGAARD, Acting Agent.

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital ...	\$50,000,000.00
Paid-up Capital ...	15,375,000.00
Reserve Funds ...	9,829,425.24

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers:—The Irving National Bank. The Equitable Trust Co. New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted.

Loans granted on Approved Securities. Special facilities for Home Exchange. ISUYEE PEI, Manager.  
Hongkong, September 8th, 1921. [36]